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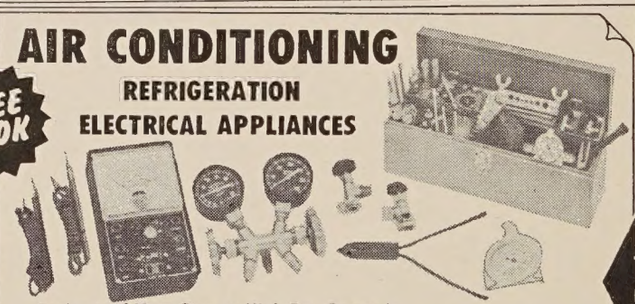

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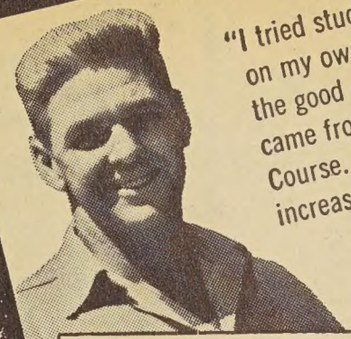

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ILLUSTRATED FEATURES

Billowing Smoke Plumes (camera studies) 13
Steam in the Philippines ..... Thomas Walsh 16
High-Wheeled Woodburners .... E. A. ("Frog") Smith 24
A New Mountain Railway ..... Ellis Lucia 49
U. S. Common Carrier Steam Roster ..... Sy Reich 56

SHORT HAULS

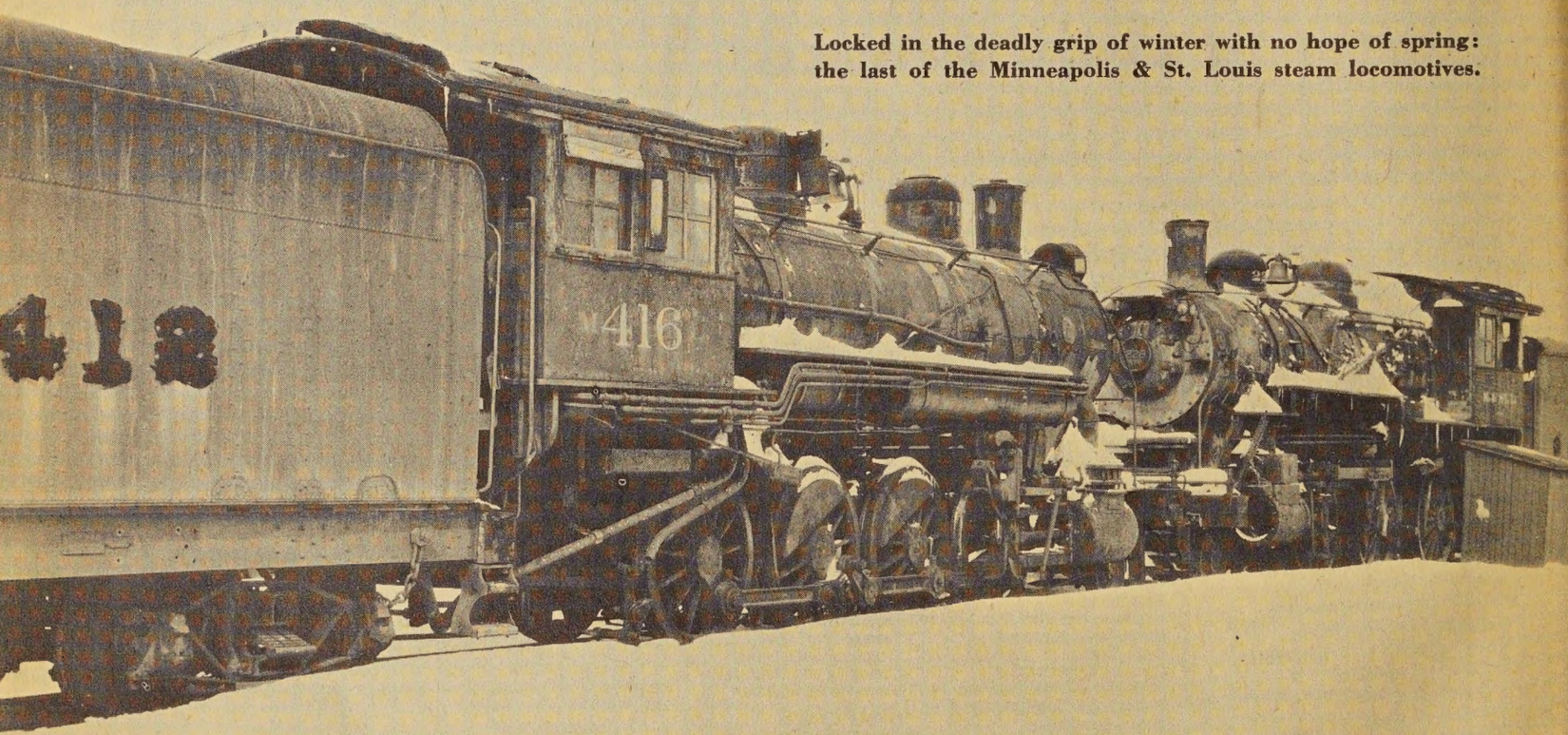
Manila Railroad Motive Power ..... Thomas Walsh 22
Along the Iron Pike (pen drawings) ..... Joe Easley 23
Equipment Roster: Boston MTA ..... Charles Sullivan 40
Subway Car Operated by Remote Control 41

FICTION

The Footboard Yardmaster ..... E. S. Dellinger 42

DEPARTMENTS

Mail Car 6
Information Booth 28
Transit Topics 34
Books of the Rails 47
Railroad Hobby Club .. 50
The Switch List 53



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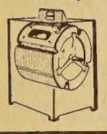

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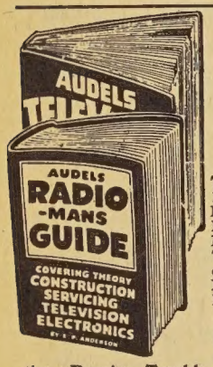

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The Reading's 2124, shown at Locut Gap, Pa., is a favorite camera subject.
William R. McClellan, 54 Meadow Lane, Bloomfield, N. J.

THE READING will resume its popular *Iron Horse Rambles* in the spring, having decided against winter fantrips because of the weather. Our cover shot of the 2124 was made by Jack Emerick, age 24, 200 South Terrace, Boonton, N. J., with a 4x5 Crown Graphic and E-3 Ektachrome film. Jack is being trained for Pennsy freight sales and services but hopes to get an operating job later. He has been a Lackawanna gandy dancer and an Erie tower operator. Close relatives of his have worked on the Pennsy, Lehigh Valley, Erie, Lackawanna, and West Shore. ●

Jack Emerick

WHILE the Reading is doing well with its 2124, the Burlington's 5632 is in danger of being scrapped. She is a superb 4-8-2, used on many fantrips, but needs new flues at once, a $40,000 job. Company officials aren't sure they want to spend the money. It is cheaper to scrap a steamer than put her in running condition. What do *you* suggest?

However, H. C. Murphy, President of Burlington Lines, 547 West Jackson Blvd., Chicago 6, Ill., tells us that the company is giving "careful consideration" to this matter. If they finally decide to scrap the 5632, they will use another steam locomotive on their Iron Horse Excursions. ●

NOT ONLY are the railroads of America financially sound but their stocks have nearly tripled in value since 1950. According to H. E. Gilbert, president of the Brotherhood of Locomotive Firemen and Enginemen, the industry hurt itself seriously by pleading poverty in order to seek public sympathy and Congressional aid. Management now wants to backtrack on its "sick industry" propaganda.

"The railroad industry did such a thorough job of selling Congress and the public the false notion that it was broke," Mr. Gilbert says, "that the public now thinks of rails as a second-class investment and an industry that is not able to get along on its own.

"Instead of thinking of railroads as the dynamic big business they are, private citizens consider them dying giants that border precariously on the brink of bankruptcy." ●

A DIFFICULT section of the Mexican National Railway will be built over the Sierra Madre Occidente Mts., requiring 71 new tunnels, to connect the orphaned Western Division at San Pedro with the main part of the system at Creel on the eastern side of the mountains.

As a prelude to this construction, that part of the Kansas City, Mexico & Oriente Railway which runs through Mexico, extending from the Santa Fe connection at Presidio, Texas, opposite Ojinaga, was recently combined with the Mexican Northwestern, running southwest and south out of Cuidad Juarez to a connection with the KCM&O. The combined road is now the Chihuahua al Pacifico.

"Shades of Arthur Stilwell!" comments George E. Kottke, 1641 N. Mariposa Ave., Los Angeles, Calif., who sent us the news. "It now appears his dream of an 'airline' railroad short-cut between Kansas City and the Pacific will at last come true. Perhaps now the Santa Fe will finally cash in on the old Orient Road which it bought years ago." ●

IN FOREIGN LANDS. "I have been a keen reader of *Railroad Magazine* since my overseas service in World War II when my first copy helped me pass many a happy hour between spells of sentry duty," writes Tony Hill, *Trenance,* 175 Sherbrooke Rd., Daybrook, Nottinghamshire, England. "I am fortunate to be living in a country where the steam locomotive is far from dead. Whereas diesel hogs monopolize the tracks in the U. S. and Canada, we Englishmen are still thrilled by the exhaust beat of steam locos, some of them built as long ago as the 1890's."

The new private railway coach of Emperor Hirohito of Japan has at one end a kitchen and plush sitting-room, and at the other end a control cab for operating the car as a unit.

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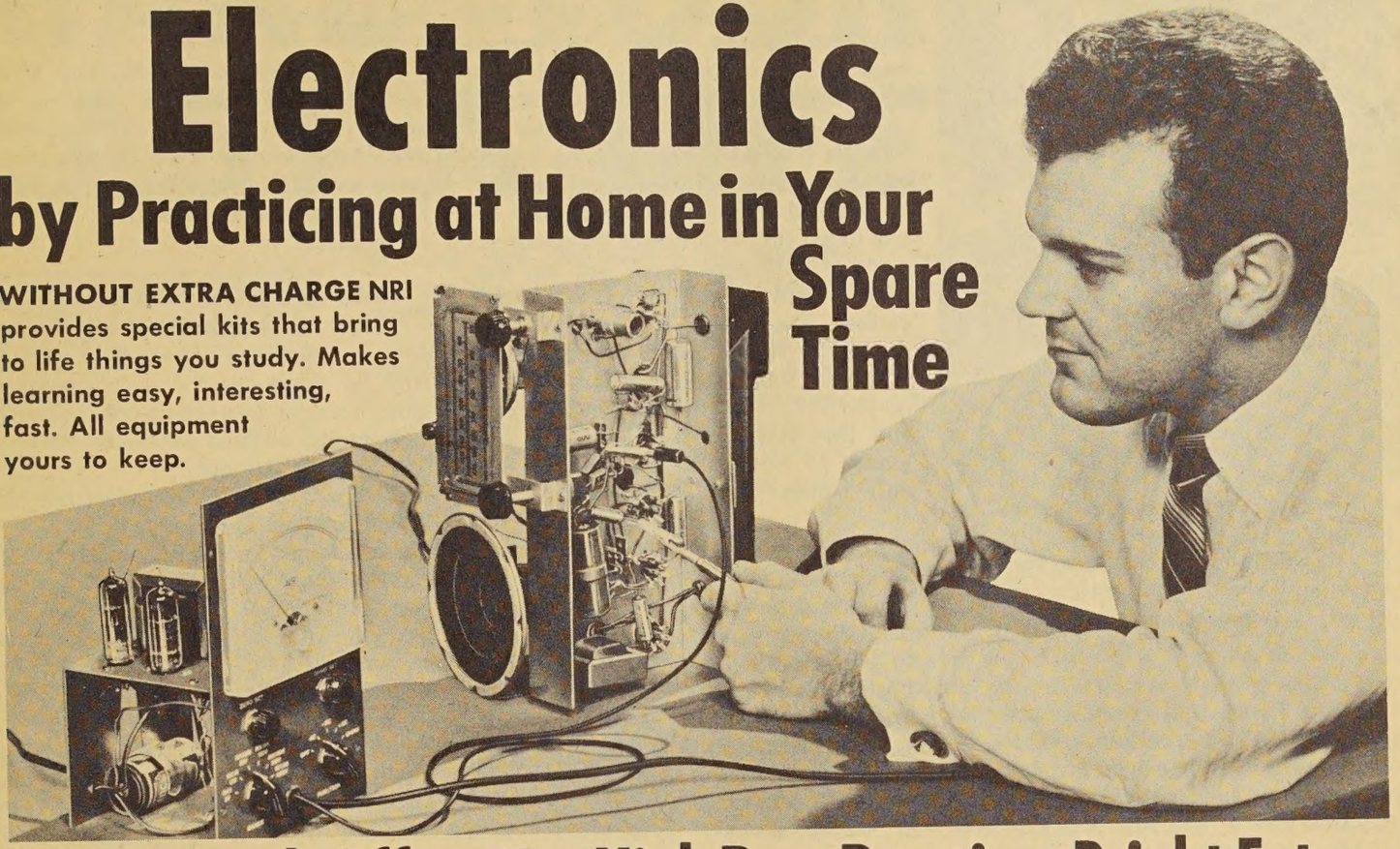

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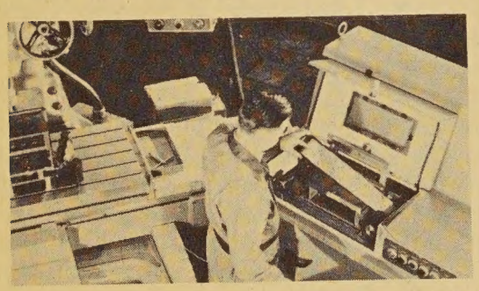

Many NRI graduates help build, install, operate and service automated electronic equipment for the new "Space Age" we live in equipment used in offices, factories, the military. Others have important jobs as inspectors, laboratory technicans, etc., or hold essential civilian posts with the Government and Armed Forces.

J. M. SMITH
President

If you check the classified advertisements in your local newspaper, you will undoubtedly see more job opportunities available for men with Electronics training than for any other field. Hardly without exception, these are *better than average* jobs, with bright futures . . . jobs for which YOU could qualify through NRI training. Thousands of men like yourself—most of them without a high school diploma—have moved up to good pay and enjoy greater prestige in jobs with TV and Radio broadcasting stations, in industrial plants making Electronic equipment or in businesses of their own where they sell, install and service Radio and TV sets.

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NRI Trained These Men

I was working in a textile factory trying to make ends meet. Now I own one of the most modern service shops in this section. ARGIE C. TAYLOR, Glasgow, Ky.

After graduating I was a shipboard radio operator. Now I am chief engineer at Station WARA.

NRI was a wonderful foundation. RAYMOND D. ARNOLD, Attleboro, Mass.

Thanks to NRI I am in a top position with the Federal Aviation Agency in the Navaids Electronic Section. JOE DUCKWORTH, Fort Worth, Texas

Four months after starting your course I left my job in a hardware store to work at Raytheon Manufacturing. Now I am an engineering assistant in Microwave Power Tube Research and Development Laboratory. LEONARD BLOOM, Newton Centre, Mass.

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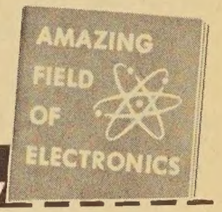

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ACCREDITED MEMBER NATIONAL HOME STUDY COUNCIL

A kerosine lamp lights the desk for Conductor F. M. Goodrich, 403 Hill St., Georgetown, Ill., doing paper work on lone Wabash night freight run between Champaign and Sydney.
Champaign-Urbana Courier

From Turin, Italy, comes word that inauguration of trainferry service to Sicily had to be postponed because railroad officials suddenly changed the size of their cars without notifying the marine designers. Now the ferryboats must be enlarged.

"*Railroad* is a beautiful, exciting magazine and I read every copy I can get," writes Piero Romagnano, via P. Isola, Novi Ligure, Italy, "but it is very rare in this country." ●

REGARDING the short period of time taken to qualify for a job (Dec. '60), this comment comes from Hervey Angier (SP engineer), 143 Roselawn Pl., Los Angeles, Calif.:

"It was pay day on the Southern Pacific. An engine watchman about to go to the bull ring and qualify for firing spent two hours while the fireman of No. 2617 picked up and cashed his check. When the fireman returned, his engineer, Elmer Gillespie, said to the watchman: 'Come over and call signals.' Then, 30 minutes later: 'Okay, go to the roundhouse and get yourself listed on the board.' Next morning the new ashcat was called to fire a yard goat."

Now listen to Donald Wise, 809 N. Valley Blvd., North Canton, O. "When I hired out as a fireman on the B&O's Akron Division in 1953 I started from North Canton on a Monday morning, drove to Akron, and was told to report to the crew dispatcher at Willard. Arriving at Willard after driving 90 miles, I was assigned to go out at 3:30 p.m. that same day to Holloway on a 6100, Class S1a.

"We reached Holloway at midnight. An hour and a half later I started my return trip on a doubleheader, being on the second engine with Engr. Cliff Baker and a new fireman. We arrived back at Willard at 7 a.m. I had made a round trip in 15 hours, 40 minutes.

"The crew dispatcher asked me if I thought I could handle a firing job on my own. Even before I could answer, he marked my name up and told me not to go far, as I would be going out again at 3:20 p.m. on my first pay trip. Well, I drove home to get some work clothes and sleep, and returned to Willard, a round trip of 160 miles.

"I left Willard at 3:20 p.m. Tuesday on the 6172 with Eng. Rollie Carpenter, and that run was the longest I ever made, 15 hours, 40 minutes. I'd had only 3 hours' sleep in 36 hours." ●

PERSONALITIES. It is easy to understand why Vicki Givan, 19, with a pleasing personality and a good rail background, wants to become a train hostess. One of her grandfathers was a railroad boomer for 55 years and her father, R. A. Givan, worked for several roads before settling down as auditor on the Atlanta & St. Andrews Bay Railway. Vicki lives at 108 Camelia Drive, Dothan, Ala. At Auburn University she is piling up an impressive list of social and academic honors.

Miss Victoria Givan

Bill Brunner is dead. His wife, Laura, wrote his life story as a Santa Fe wrecking foreman for our June '42 issue, one of the most popular articles we ever published. Laura also wrote up her own experiences as a Harvey House girl (Feb. '45) and a wrecking boss's wife (April '59). The latter drew a heavy fan mail that gladdened Bill's heart as he neared the sunset. His widow lives at 1305 G St., Rio Linda, Calif.

The new general manager of the Alaska Railroad, Don Smith, was superintendent of the Rock Island's Southern Division until he got a leave of absence last fall.

A former telegraph operator and train dispatcher with an excellent record, M. M. Loats, Colt Track Ranch, Esterbrook Rte., Douglas, Wyo., wants to get back into railroading. Is their a job open for a good Morse man?

We hope readers will send cheer-up cards to a long-time invalid, Anton Mesner, E. 5634 Commerce St., Spokane, Wash., who belongs to Lodge 571, Brotherhood of Locomotive Firemen and Enginemen.

As a Pullman porter, William Tyler of Shreveport, La., used to dream of hiring his own Pullman for a railroad tour of the country. Recently this dream came true. He took such a trip, costing $15,000, on money won from the Irish sweepstakes. ●

SOME railfans can be thrilled by any kind of picture that shows steam power. Others go in for fine quality. Howard Fogg has the latter group in mind for the new series of full-color lithographs, entitled *Steam in Portrait,* that he is putting out.

A dozen prints are contemplated. Thus far two have appeared. No. 1 shows Union Pacific locomotives 803 and 830 doubleheading freight up Sherman Hill in Wyoming. You can tell from the smoke plumes that those girls are working. No. 2 features a Baltimore & Ohio 2-10-2 of the 6100 Class in a gorgeous autumn setting. The remaining ten will be art studies of other steam engines that the artist has seen and loved. (We hope Canada is included.)

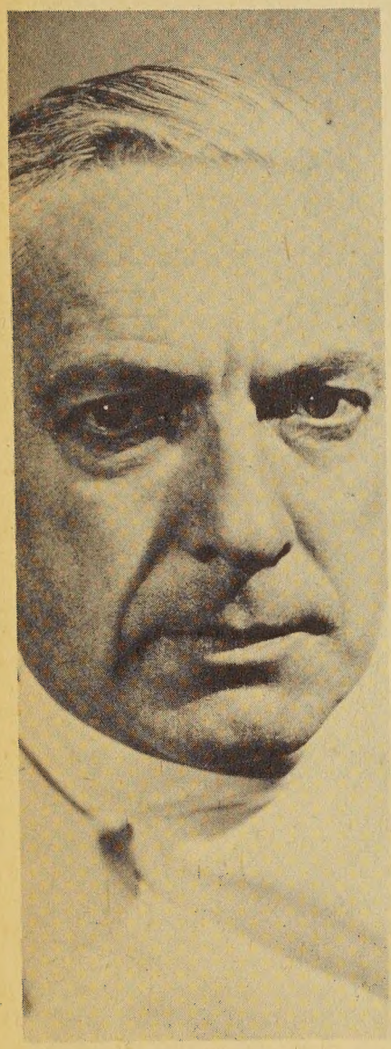
These prints, on thick paper, 17½x 22", are the kind we take pride in framing to hang on the walls of home and office. They are obtainable from Howard Fogg, 2320 Balsam Ave., Boulder, Colorado, at $7.50 each, postpaid. ●

SHORT ITEMS. The new emblem for the Erie-Lackawanna RR. was designed by an Erie locomotive fireman, Truman G. Knight, Stowe, O., who won first prize in a contest involving 2,400 entries. The Erie-Lackawanna merger became effective last October 15th, just 109 years to the day since the Delaware, Lackawanna & Western started rolling. The newly-formed system is America's twelfth largest railroad.

The 12-mile Maritime freight railway between Maccan and Joggins Mines in Nova Scotia, Canada, connecting with the Canadian National, is still using a 10-wheeler and 2 Moguls, reports John Webster, West Cedar St., South Norwalk, Conn.

Oddly enough, Bob Pierce, an engineer who once ran the Southern train featured in the ballad *Wreck of the Old* 97, died the other day at age 97 in Salisbury, N. C.

CAN YOU MAKE YOUR HAIR LAST A LIFETIME?



Physicians and hospitals can obtain professional samples of Ward's Formula on written request.

Why do men and women buy one hair restorer after another, with no appreciable success?

Because the loss of hair (always considered a sign of advanced age) is a real threat to social and business success. Thousands of men and women have let their wishes overcome their common sense, and have spent dollar after dollar in the hope of restoring their hair.

If you are losing your hair, you'll be interested in the facts as they are known to research men and top medical doctors in this field. You'll want to find out just what can be done and can't be done in your own particular case.

Let us start with some basic facts. All doctors agree there is no such nostrum as a hair grower. No formula, no gadget, no chemical can grow hair. And no chemical or formula can guarantee to make your hair last a lifetime.

Common baldness follows a characteristic pattern. The hair recedes at the temples and there is gradual loss of hair at the crown of the head. This hair loss is progressive and, if unchecked, the end result is what doctors call premature baldness.

The cause of premature or male pattern baldness has been a matter of controversy among doctors for many years.

Prevailing dermatological opinion takes the position that heredity and glandular unbalance are the primary causes of male pattern baldness and that other factors play only a minor role. It therefore follows that our medication or any other preparation would be of no help whatsoever in a great majority of the cases of premature baldness.

However, some dermatologists believe that seborrhea is a significant cause of premature baldness and that, by controlling seborrhea, a man or woman can add many years to the life of their hair.

Our experience with more than 465,000 users of WARD'S FORMULA convinces us that seborrhea does indeed play a most important role as a cause of baldness.

Itchy scalp, dandruff, dry and oily scalp and hair loss are symptoms of the scalp disease called seborrhea.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands, and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is thinning hair and baldness.

Today there is no longer any excuse for a man or woman to lose hair because of seborrhea. WARD'S FORMULA, a scalp medicine, effectively controls seborrhea and stops resultant hair loss.

HOW WARD'S FORMULA WORKS ON YOUR SCALP

It tends to normalize the secretions of your sebaceous glands and controls excessive dryness and oiliness. By its rubifacient action, it stimulates blood circulation to the scalp and supplies more nutrition to the hair follicles. By its antiseptic action, it kills on contact seborrhea-causing bacteria. By keratolytic action, it dissolves dried sebum, ugly dandruff, and removes these obstacles to normal hair growth. It eliminates head scales and stops scalp itch. In short, WARD'S FORMULA offers a modern, effective treatment for the care of your hair.

We offer you this UNCONDITIONAL GUARANTEE. Try WARD'S FORMULA in the privacy of your own home. After only a few treatments, your hair must look healthier, more attractive and alive. Your dandruff must be gone, your irritating scalp itch must stop. Used as directed, this scalp medicine must give you a progressive improvement in the condition of your hair and scalp. You must be completely satisfied with WARD'S FORMULA or simply return the unused portion of the treatment and ***we will refund the entire purchase price at once.***

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Almost any industry has jobs for men with special skills. In many cases, good pay and steady work are the rule. Yet—would you be happy in being a repairman all your life? Wouldn't you rather have a job that presents a *challenge*—still *bigger* money—an opportunity to *grow?*

Listen, if you are ambitious to *keep climbing:* The air conditioning and refrigeration industry is growing so fast that 20,000 newly-trained technicians are needed each year. They can come only from the technical schools. Because installation and repair work is important, graduates may expect high pay and security right from the start. That's not all. *A well-trained technician has a great opportunity to develop into a Service Engineer.* As a matter of fact, 90 percent of all refrigeration engineers are former repairmen!

If you seek a *career,* not just a job, get into air conditioning and refrigeration. Your first step is to gain skill and knowledge. Learn at home by practicing with 25 big kits that CTI sends. Acquire experience as you train.

CTI ships you all parts and tools—with shop-proved instruction—to build a heavy-duty, commercial-type, ¼ h.p. condensing unit (illustrated above.) You complete 23 field-type projects—do 10 trouble-shooting jobs. You make home a training center!

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BILLOWING SMOKE PLUMES

Robert Field, 107 Stanyan St., San Francisco, Calif.

Ventura County 2-spot heads from Oxnard to Port Hueneme, Calif., on R&LHS fantrip, Southern California Chapter.

Years ago, powerful 4-8-4's like No. 1649 were wheeling Lackawanna hotshot freights out of Port Morris Junction.

Frank Quin, 9123 85th Rd.
Woodhaven, L. I., N. Y.

July '57: Baltimore & Ohio 4-8-2's, Class T, doublehead up grade near Republic, Ohio. First locomotive is No. 708; the other is unidentified.

Don Wood, 29 Mt. Haven Drive
Livingston, N. J.

Jan. '56: Great Northern No. 3383, Class 0-8 (2-8-2 type), is roaring through Willmar, Minn., with 80-odd cars on her tail, really going places.

David Plowden, 1239 Madison Ave.
New York City

STEAM
IN THE PHILIPPINES

BY THOMAS WALSH

(Above) One of 14 steam engines on Luzon's 150-mile Pasudeco Railroad. (Below) 0-6-0, Alco-built in 1917, one of 3 steamers on Luzon's 80-mile Canlubang Sugar Estate RR.

PHOTOGRAPHS BY THE AUTHOR

COME WITH ME to the Philippines, to a group of islands in the Pacific Ocean where locomotive fireboxes still burn brightly and where, even today, fleecy smoke plumes trail above the canebrake, the tropical palms, and sleepy blue lagoons.

O, land of eternal summer!
O, land of eternal sun!
This commonwealth, proud and free,
Where steam-powered trains still run!
I hear your drivers clanking
And I hear your whistles moan
In the land of days so perfect,
So perfect the heart feels lone.

For several minutes now my ears have been picking up the unmistakable sounds of steam locomotives on a mountain grade in the tangled jungle. I wait eagerly. Then, through the gray

morning mist, I catch sight of a log train, a dozen loaded cars doubleheaded by rugged Shays walking up the big hill with the aid of two other Shays pushing from the rear. All four engines are woodburners.

This, I think, is a steam fan's heaven. I flew down from Manila, where I was stationed, to the Island of Negros to feast my eyes on such scenes and to register them for all time with my camera.

Doubleheading in the Philippines is unusual; freight trains seldom exceed 25 cars; but here on beautiful Negros, where green-clad mountains rise to a height above 5,000 feet, the Insular Lumber Company has developed special operating techniques. Imagine crossties made of precious untreated hardwood, and engines burning such rare fuel as mahogany and teak—the same woods that, made into ash trays and dainty pieces of furniture, bring high prices in American antique shops!

Insular owns and operates ten ancient Shays. Three small ones switch the company's sawmill in the town of Fabrica while the others work the mountainous branch lines more than 25 miles away.

As a special treat you can see and photograph the 7-spot, a 75-ton Mallet (Baldwin, 1925) handling a regular schedule over the main line between the mill and the nearest base camp. This Mallet also serves as a means of transportation for the mountain folks, most of whom are squatters on company land, when they go to town.

Nobody pays much attention to the signs in her cab which forbid unauthorized persons to ride the locomotive. It seems that ten yers ago a log train went out of control, killing at least fifty people. Since then, in order to play safe, the company has kept "No Riders" signs posted but, in response to vehement demands, makes no effort to enforce them.

All of Insular's locomotives are woodburning steamers except for a solitary diesel shop-engine that seldom works. There are 36 railroads in the Philippines. A few rely on wood for fuel, but most of their cabbage-stackers burn bagasse, which is made from the residue of sugarcane after milling.

Because begasse is consumed almost as fast as straw, a considerable pile of it is needed even for a short run. You often see tenders, larger than the locomotives themselves, heaped with this stuff. Although spark arresters are widely used, bagasse is considered a fire hazard. But the owners of Philippine industrial railrods, particularly sugar companies, prefer it to coal.

Even before World War II, the bulk of the islands' coal had to be imported from Japan or Australia because the local variety, mined mostly in Cebu, is of such poor quality that it has to be mixed with copra and firewood. The curtailment of coal imports from Japan, just prior to the war and again during the rehabilitation period, prompted some companies to convert their motive power to bunker oil and diesel operation.

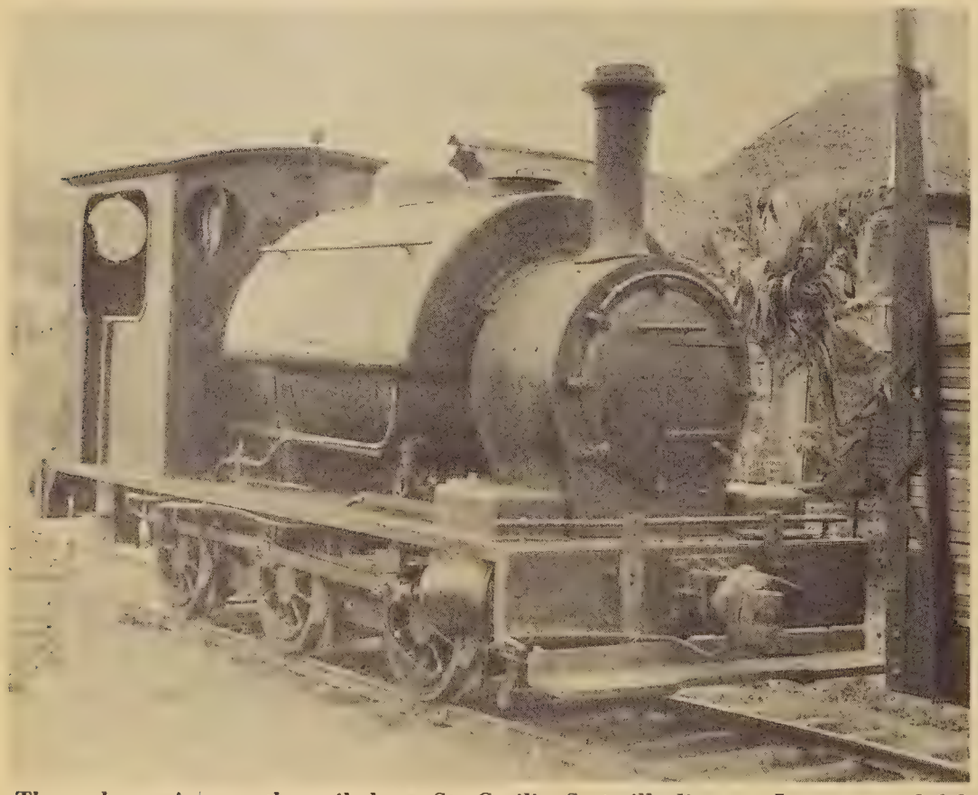
The Philippines' two common carriers are largely dieselized but, with relatively few exceptions, the rest of the islands' locomotives are steamers. Altogether, there are 438 locomotives in use, including 235 steamers, plus sixty self-propelled rail motor cars.

Cheap fuel is the main reason for steam's continued popularity. Most Philippine railroads, even the smallest lines, have machine shops and overhaul their engines. Maintenance costs are kept down by low wages and long periods of inactivity. Among the sugar companies, known as sugar centrals, the season is only from three to six months a year.

Another factor favoring steam locomotives is that parts can be fabricated

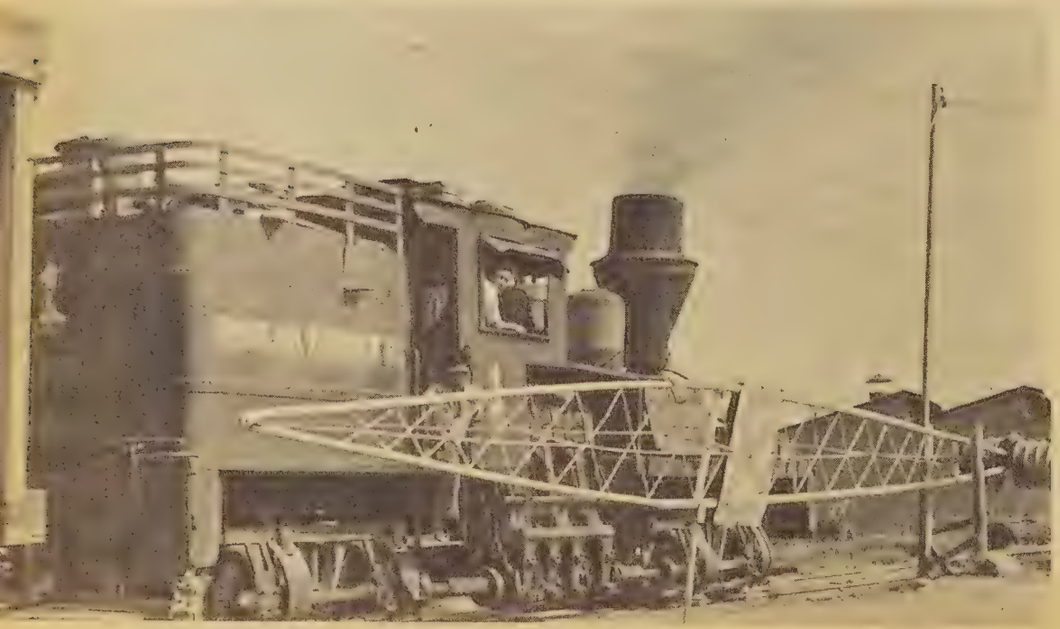
Pasudeco No. 1 wheels sugarcane. A native woman carries a basket on her head.

Manila Railroad No. 895, pictured at San Fernando, was built by Alco in 1944.



The only engine on the mile-long St. Cecilia Sawmills line on Luzon: an 0-6-0 built by Nelson in 1907. She was originally the Manila Railroad's *Pansajan.*

No. 1, Shay (Lima, 1907), one of 11 steamers on 60-mile Insular Lumber line.



locally while diesel components must be imported from abroad under tight dollar-allocation controls. But dieselization is spreading slowly throughout the country. Most of the original builders of steamers no longer make or carry parts, and even the ingenious Filipinos find it increasingly difficult to manufacture them.

The last Shay built anywhere is probably No. 14, a huge, 80-ton three-trucker that Insular Lumber constructed at its own shops in 1956.

In August of that year the Manila Railroad received the thirty new 1200 hp. diesel-electrics it had ordered from General Electric. That was a red letter day for the Manila line. The other common carrier, Philippine Railway, received its first three diesels in 1955. The Manila also has ten 500 hp. diesels, each painted a dull red, and uses them in branch-line freight and passenger service, but retains eighty steamers on its roster.

Twenty years ago the Manila Railroad was operating 712 miles of line with 159 steam locomotives. Then came war. The U. S. Army ordered the railroad management to destroy its property to keep it from falling into Japanese hands. Within a few days 85 percent of Manila's engines, 75 percent of its coaches, half of its freight cars, and practically all of the rail motor cars were smashed.

Undismayed, the invaders salvaged and repaired some equipment and operated the road on a limited scale as long as they held the Philippines. Then in 1945 American forces liberated the islands and ran the railroad until January 31, 1946, when they turned it over to the new Philippine Government.

When the U. S. Army took charge of transportation, only 23 pre-war locomotives were available; so it imported from the homeland 53 Alco-built Mikados (2-8-2's, known in those days as MacArthur types), of which 45 were assigned to the Manila Railroad, along with a thousand freight cars to be used by the two common carriers. By the beginning of 1946 about 40 percent of the Manila's pre-war trackage had been restored.

Under the terms of Japanese reparations, the Philippines were given ten heavy Mikes, which Nippon Sharyu built in 1951, and thirty rail motor cars from Tokyu Car-Shinko. Oddly enough, most of the newest steamers were shelved quickly when dieselization began taking hold in 1956.

The Japanese equipment was understandably disliked in the wave of feeling that had gripped the islands. Besides, it was difficult to get parts. The ten heavy Mikes were the first to go.

Also retired were seven 4-8-2's built by the Vulcan Iron Works in 1949. Those seven, weighing over 94 tons each, were the heaviest engines the Manila Railroad ever used. They pulled passenger trains on the Southern Division. As you probably know, Vulcan rarely built heavy power but specialized in saddle-tankers and small industrial locomotives.

Backbone of the steamers still in regular use on the Manila Railroad are the ex-Army Alcos, but of the 45 originally received 11 have been cannibalized for parts. The other 34 are about half in service and half in reserve, and are confined to switching and local freights.

The Philippine Railway, the second and smaller common carrier, operating on Panay Island, has only two steam locomotives left. Both were built by Baldwin in 1906, the year *Railroad Magazine* was established. One of the pair has sunk so low that work-train crews use her occasionally to provide steam for a crane. Before the war, the Philippine Railway roster listed 18 steam engines, 53 passenger cars, 19 rail cars, and 42 trailers.

Despite the ravages of war, two Nelson-built steam engines that were among the original locomotives used when the Manila Railroad's first stretch was opened in November, 1892, are in service today at San Pablo City, wheeling freight for the Walter Franklin Company, the world's largest dessicated coconut factory. These two are Nos. 15, a 2-4-2T, built in 1889, and 17, an 0-6-2T, vintage of 1890. Their insignia are still painted bright in gold, with the monogram *MRR*.

How did they manage to survive the war plus the erosion of time and the U.S. Army order calling for the destruction of all railroad equipment? Possibly because they had long since been downgraded to switching jobs in remote locations. Maybe patriotic Filipinos hid them from Japanese eyes while the guns were booming.

Other oldtimers come to mind. For example, during the milling season an occasional ten-wheeler, built by Porter in 1921, is fired up. No. 62 of that type regularly works the ballast-pit spur line on the Southern Division. The last of the pre-war Mountain types, No. 176,

One of 122 locos (80 steamers) on the 642-mile, 42-inch-gage Manila Railroad.

No. 5 of the 42-inch-gage Canlubang Sugar Estate line, 0-6-2 (Baldwin, 1942).

No. 4, 0-6-2T, one of 2 steamers on 33-mile Bogo-Medellin line, Cebu Island.

which Alco outshopped forty years ago, is given a weed-spraying run now and then. In addition to her water tender, she drags along three tenders filled with chemicals.

Each milling season two venerable English-built 0-6-2 tank engines, both dating back to 1908, are leased to the Pampanga Sugar Development Company to haul carloads of cans to the mills. Sometimes one of them is coupled by link and pin to a ponderous 0-8-0 belonging to the company so as to doublehead a cane train for the final pull. Incidentally, not even diesel engines are too proud to get an occasional assist from a steamer. The southbound passenger trains to Legaspi from Manila usually get help from an ex-Army Alco up the 2.6 percent grade at Daraga on the Island of Albay.

To say that a railroad is dieselized does not imply that its cars as well as its engines are modern or even that all of its locomotives are up to date. The rail motor cars which predominate on the Phillipine Railway look as if they had been built in the company's own shops, as, indeed, they were. Most of them pull at least one trailer, a cheesebox affair set on wheels.

Cummins diesels have been installed in most of the pre-war cars. The newest equipment consists of former Chevrolet and Dodge military trucks equipped with Hercules motors. The trains offer second- and third-class accommodations, the difference being that the first two rows of seats behind the driver are second class. You can take your pick.

The time between Iloilo and Roxas City over the single track is fairly slow, about five hours. Usually several meets with incoming trains are scheduled. The Philippine Railway timetable indicates at what stations the meets are to occur; and the first train in, regardless of direction, backs into a spur. Since even through freights are scheduled, this system works fairly well, except when delays hold up the oncoming train for a long time.

I will never forget the night I rode a train to Iloilo, sitting alongside the driver, and as we rounded a bend we saw a single headlight steadily approach us. At first I thought it might be an automobile headlight on a highway, but it turned out to be an extra freight with thirty loads of sugarcane.

Both trains were making about 25 miles an hour. They stopped and after some discussion the crews decided that our passenger motor train should back up three miles to the passing spur. The next station and passing track was less than a mile ahead, but because the freight train was badly overloaded and a slight upgrade would be involved if it reversed, the superior rights of the passenger train went by the board.

We American find it hard to grasp this way of doing things. It is even harder to understand why the Philippine Railway air-conditions the first car of its six daily expresses, the pride of the line, when these cars are about the oldest ones in use, dating back to 1907.

The cars are made of wood, with open vestibules. But there is a bonus: music is offered by a phonograph running off the generator. The disk jockey is the conductor who reaches into a box from time to time and hauls out a new record. Naturally, Filipino and Spanish numbers predominate.

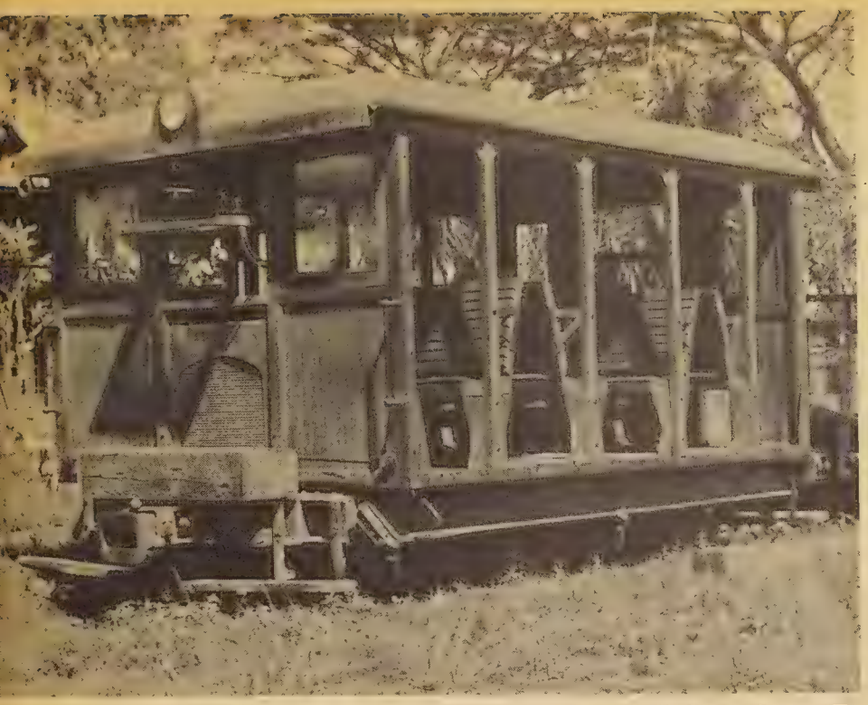
Elsewhere in the Visayas, of which the Island of Negros is part, are nineteen other railroads. Negros alone has twelve, with a total mileage of 1159. When you consider that most of these lines are found in an area less than fifty miles long and five miles across, you realize how dense the network of rails must be.

To talk mileage in the Philippines, you should remember that the islands have only about 700 miles of track belonging to common carriers. The 34 private railroads own most of the trackage. Since most lines do not interchange equipment, the diversity of gage (ranging from 2 feet to 4 feet 8½ inches) is no great problem.

You can find twelve types of wheel arrangements on Negros alone, from diminutive 0-4-0's to an 0-6-6-0. Eleven steam-locomotive builders are represented, practically all with huge cabbage stacks ranging from pre-World War I Baldwins and Porters to 0-6-4's built by Davenport in 1950.

Not included in this listing are the little branch-line trains laid on portable track and pulled by the primary beast of burden in the islands, the patient caribao, a kind of water buffalo. Five or six small cars can be hauled along the temporary 18-inch track. The cari-

(Below) Enginehouse of 56-mile Central Azucarera de Bais line, showing 0-4-0 No. 4 (Porter '19) and 0-6-0 No. 3 (Baldwin '19). (Right) Philippine Milling Co., 20 mi., 2-ft.-gage, 3 steamers.



(Above) Rail motor car which transports Canlubang Sugar Estate workers. (Right) Baldwin-built 0-6-2, one of 9 steam locos on Hawaiian-Philippine line, 106 miles, 3-foot gage.

bao driver ambles along to a siding. There the cane is loaded on larger cars, which take it to the mill.

One time I experienced both the primitive and the modern on the same day. I took the Bicol express to a lumber town in southern Luzon to photograph two old tank engines, the *Batangas* and the *Cabanatuan,* both built by Nelson in 1907 and now spending their sunset years in switching service. These engines hark back to the days when the Manila Railroad gave names rather than numbers to its locomotives.

Since the morning southbound express was late in reaching this remote town, I missed the noon express back to Manila and had to ride a mixed train. The latter consisted of three wooden third-class coaches, with half a dozen freight cars coupled behind.

The area has almost no roads, so the train seemed to stop at every hut, footpath, and village. It is doubtful whether half the passengers paid their fares, because the cars were so jammed with people, chickens, and pigs that the conductor could hardly make more than one round each hour.

Despite a gage of only 42 inches, each coach seats 122. Even midgets would feel cramped, for the car is divided into closely spaced seats facing each other, four on one side and six on the other. There is no glass in the windows. Some cars have wooden shutters which can be pulled up from the sill in case of rain.

At every major stop, vendors pass through the cars selling native delicacies and American soft drinks. One favorite Filipino food is *balut* eggs. These are duck eggs which are left to germinate for 23 days and then hard-boiled. As you would guess they are mostly embryo and not much egg. It takes a strong stomach to watch a passenger facing you eat one. On this trip I stuck my head out the window while the train was rounding a curve and got hit by a flying banana peel which someone up front had ejected.

When evening came on, I discovered that the coach had no lighting equipment. Some passengers took out candles and lit them atop boxes and on the backs of seats. You can imagine my feelings while riding an open wooden coach on a pitch-black night, surrounded by the eerie and wavering lights of flickering candles and the jabbering and cackling of humans and animals.

On another occasion I visited the Paniqui Sugar Mills and was fascinated by a Rube Goldberg type of inspection engine. No one was quite certain of her origin but she seemed to be an old Fordson tractor mounted on disk wheels with side rods.

Mounting bodies on different car and truck chassis is quite common in the islands. The Philippine Railway has a pay-car mounted on a 1928 Nash. A company known as Woodworks, Inc., which operates the only standard-gage line, has three White ex-Army trucks fitted with flanged wheels and serving as locomotives on the main line. It also runs three woodburning Shays and a Heisler, the only Heisler in the islands.

Movie fans will be pleased to learn that engine No. 5, used in "A Huq in the Phillipines," with George Montgomery, was not destroyed by the crash into a burning building. She still hauls cane for the Pamanga Sugar Mills at del Carmen about six months a year. The company also has a Baldwin-built Mallet, No. 8, the only one of its type

used on a sugar line in the Philippines.

Mindanao, the largest island of the Republic, is proportionately the least developed in railroads. Aside from the Davao Penal Colony, which housed many American prisoners of war, the island has only two small abaca lines and the remnant of a logging road. One or two mining railroads may be built in the near future, but the government's emphasis is on highway construction.

What has happened or what will happen on Mindanao is typical of the Philippines as a whole. Today only seven islands have trains. The 36 railroads average 75 miles each.

Recent developments in Cuba and the Dominican Republic mean that the Philippines will ship more sugar to the United States than it did in the past. Formerly a declining industry, the sugar companies will start planting fallow fields and will certainly be hard pressed to move the bumper crop. The Manila Railroad will again fire up several ten-wheelers to handle this traffic.

The future looks good for dozens of narrow-gage cabbage-stackers that mingle their smoke plumes with the fleecy clouds above the canebrake and tropical foliage. Yes, there is plenty of steam power left in the Philippines. ●

Motive Power of the Manila Railroad

STEAM LOCOMOTIVES

Numbers	Type	Cyls.	Dri.	BP	Weight	Tract. Eff.	Bldr., Date
Dagupan	0-6-0T	10½x16	33	160	41,950	9,397	Nelson, 1907
Batangas, Cabanatuan	0-6-0T	12x20	39½	160	50,000	11,200	Nelson, 1907
15	2-4-2T	13x18	54	180	62,150	7,168	Nelson, 1889
17, 19, 28,	0-6-2T	13x18	39	180	57,100	10,438	Nelson, 1890
45, 49-50, 56	4-6-0	16x22	48	180	82,200	14,800	Porter, 1921
58, 61-63, 65							
71, 72, 79, 86, 88	0-6-2T	13x18	40½	180	69,550	12,398	Nelson, 1908
92	0-6-2T	13x18	40½	180	70,100	12,432	Nelson, 1908
101-107	4-8-2	19x26	60	220	188,160	24,281	Vulcan, 1949
125	4-6-2T	16x24	48	180	114,650	15,101	N. Brit., '09
171, 176, 180	4-8-2	20x28	60	180	162,150	23,800	Alco, 1921
206, 208, 209	2-10-2	20x28	48	180	166,175	29,700	Alco, 1921
301-310	2-8-2	18x26	48	225	171,100	26,140	Nip. Sh., '51
852, 853, 855-860, 863, 864, 866-870, 871, 872, 874-876, 878, 879, 882-886, 888, 889, 891-885.	2-8-2	16x24	48	185	118,000	16,000	Alco, 1944

DIESEL-ELECTRIC LOCOMOTIVES

Numbers	HP	Weight	Tract. Eff.	Builder, Date
1001-1010	1,200	180,000	54,600	GE, 1956
2001-2020	1,200	184,000	54,600	GE, 1956
3001-3010	500	104,000	31,200	GE, 1956
8590-8591	380	94,000	25,000	GE, 1948

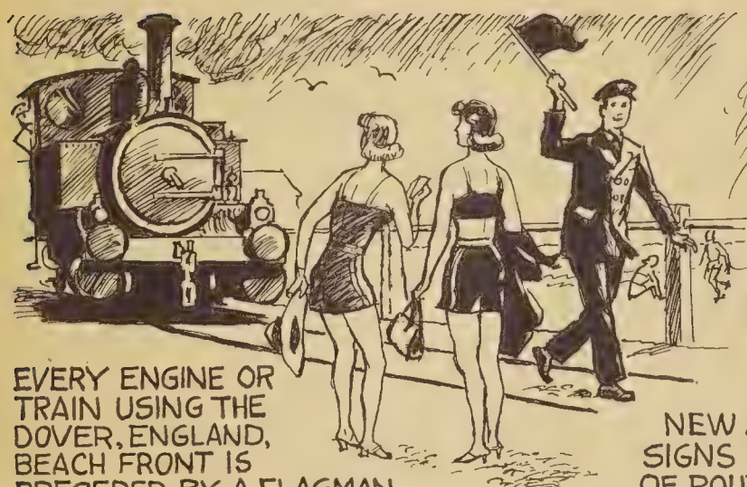
RAIL MOTOR CARS

Numbers	HP	Capacity	Builder, Date
10-14 (c)	100	32	Manila Railroad-Cummings, 1939
201, 202, 207, 210 (d)	150	36	Manila Railroad-Cummings, 1939
203, 205, 206, 208 (d)	165	36	Manila Railroad-Cummings, 1939
211, 212, 214, 301-318	180	80	Tokyu Car-Shinko, 1956
101-112	180	92	Tokyu Car-Shinko, 1956 (2), 1958 (10)

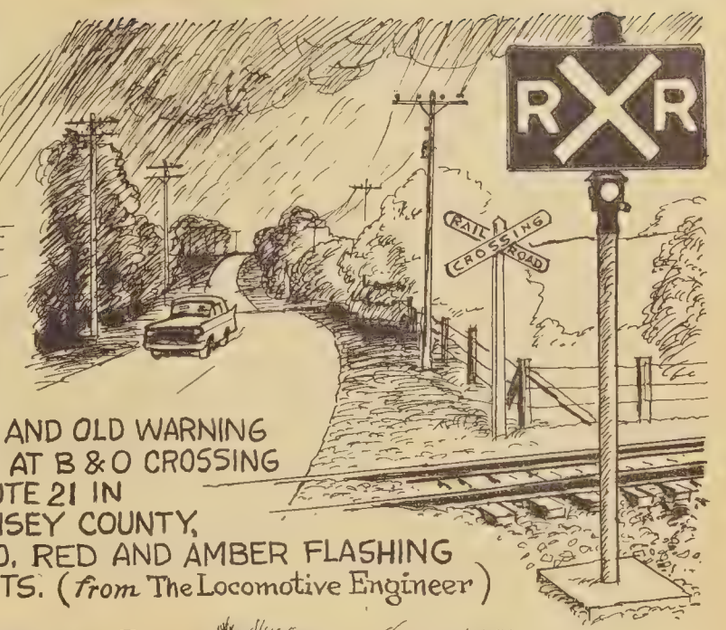
NOTES: On display are the "Dagupan," formerly "Santo Tomas," and Nos. 92, 171, and 872. Also out of service are Nos. 19, 28, 45, 49-50, 56, 61, 63, 65, 71, 72, 79, 92, 101-107, 125, 171, 180, 206, 208, 209, 301-310, 853, 855, 859, 860, 864, 866-868, 871, 872, 876, 882-884, 886, 891, and 893. No. 125 burns coal all others bunker. (c) Rebuilt, formerly Dodge Bros., engines. (d) Rebuilt, formerly Diamond-T engines.

Old and new transportation at Iloilo: horse-drawn carriage jogs alongside diesel-powered train with end car air-conditioned.

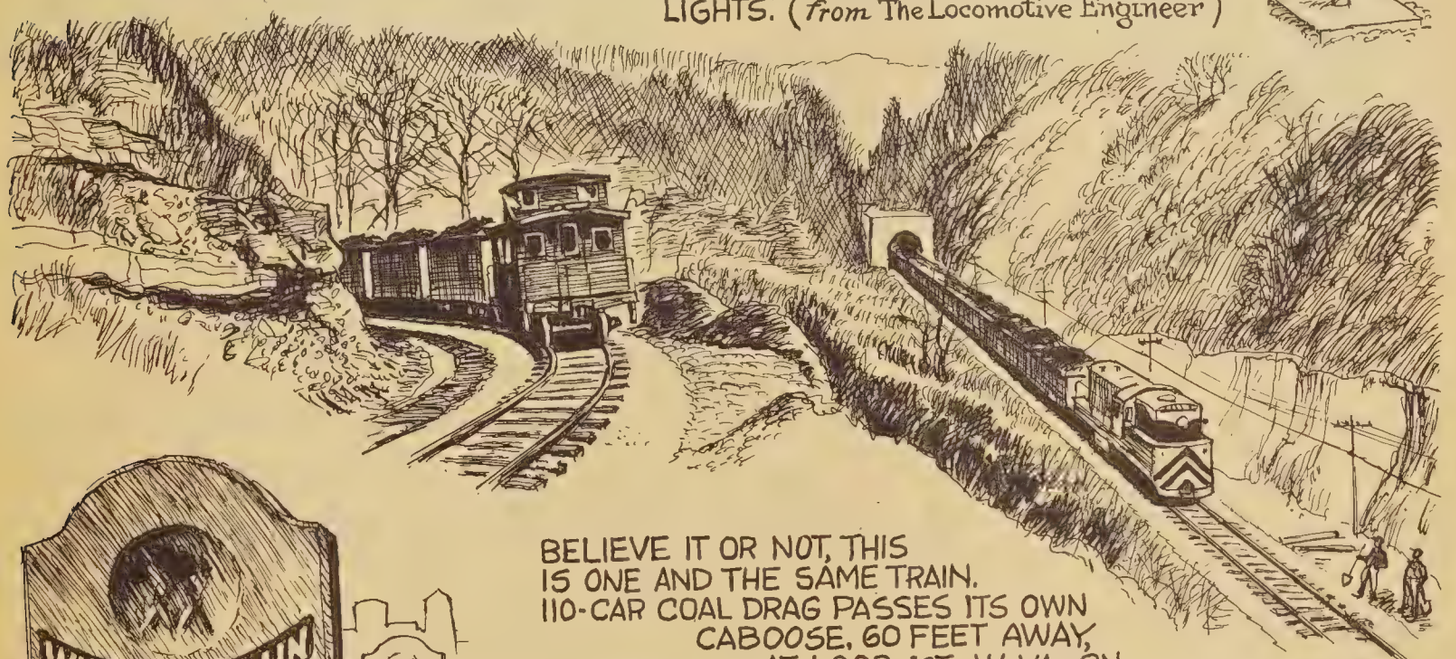
Along the Iron Pike by Joe Easley



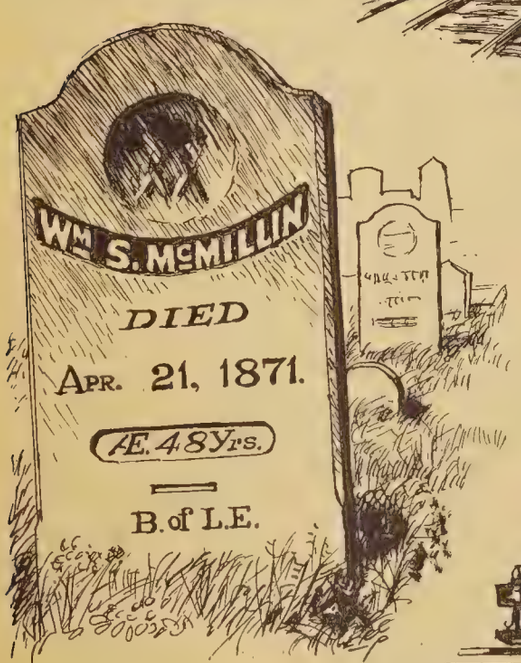
EVERY ENGINE OR TRAIN USING THE DOVER, ENGLAND, BEACH FRONT IS PRECEDED BY A FLAGMAN WITH A RED FLAG WALKING THE ENTIRE DISTANCE, 1½ MILES.



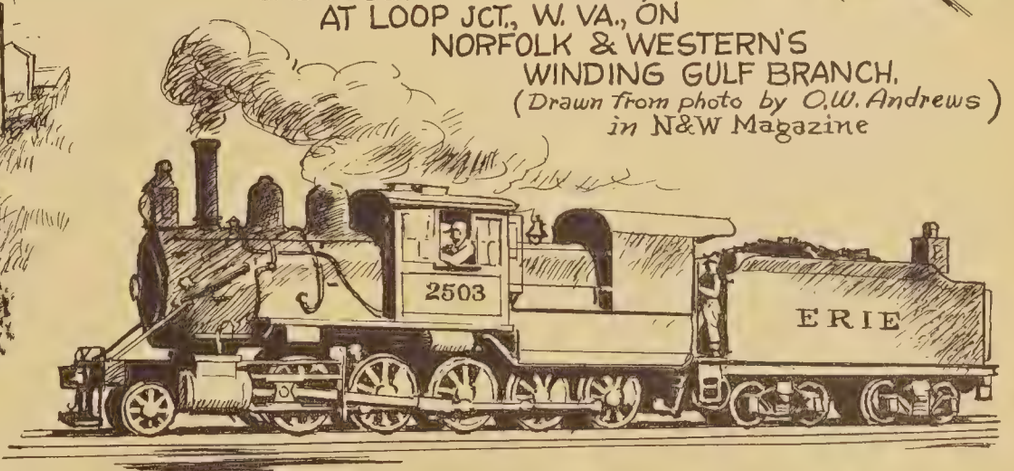
NEW AND OLD WARNING SIGNS AT B & O CROSSING OF ROUTE 21 IN GUERNSEY COUNTY, OHIO. RED AND AMBER FLASHING LIGHTS. (*from* The Locomotive Engineer)



BELIEVE IT OR NOT, THIS IS ONE AND THE SAME TRAIN. 110-CAR COAL DRAG PASSES ITS OWN CABOOSE, 60 FEET AWAY, AT LOOP JCT., W. VA., ON NORFOLK & WESTERN'S WINDING GULF BRANCH. (*Drawn from photo by O.W. Andrews in N&W Magazine*)



WHO KNOWS ANYTHING ABOUT THE MAN BURIED HERE IN ALBURG, VT., CEMETERY? "B. OF L.E." SHOWS HE WAS A LOCOMOTIVE ENGINEER, POSSIBLY ON THE OLD PORTLAND & OGDENSBURG. (*Drawn from photo by A.S. McCarthy, Rutland, Vt.*)



ERIE 2-10-0 CAMELBACK NO. 2503, CLASS J-1, WAS BUILT BY BALDWIN IN 1892 OR '93 FOR PUSHER SERVICE ON SUSQUEHANNA HILL OF THE OLD N.Y., LAKE ERIE & WESTERN. REBUILT IN ABOUT 1902. SCRAPPED IN 1926.

Safety Rules Were Scarce Items Around the Turn of the Century on Logging Railroads in Georgia and Florida When We Ran the Rusty Old

HIGH-WHEELED WOODBURNERS

IT HAPPENED on a fine spring morning in 1902, just after sunup, while mists still garlanded the treetops above the right-of-way of the Higston Lumber Company's logging road. Johnny Graham, a jovial, roly-poly engineer in the cab of the One-spot, was backing a string of twelve empty cars away from Cotton, Georgia. Rich pine slabs crammed his roaring firebox. The steam-gage needle quivered at 120 and the throttle was way out.

Johnny rapped his eight-wheeler for all she had so as to boost the train up a steep hill, which kept the onetime coalburner's bootleg stack barking lustily. The colored flagman, alone in the last car of the twisting, squirming train as it backed blindly into the dark forest had long since passed beyond the hump, out of the engineer's sight.

Johnny continued to work steam. He was afraid to shut off before coming to the top lest he stall on the stiff incline. Pulling up and running at a hill the second time was almost a disgrace. Dangerous operation? Yes, my friend, but necessary if the empties were to reach the logs that waited for them in piles at the end of track.

Realizing that he'd soon shut off before bucking the next hill, Johnny worked his injector to save the fireman's steam. And when he looked back at his train, he felt his stomach curl. The flagman, supposed to be riding the rear, was actually sprinting back over the hill alongside the train and swinging a washout with his old felt hat!

Johnny slammed the throttle home and pinched the engine down with the straight air, slowing enough to let him climb onto the tank step. The Negro's face and arms were skinned, his overalls tattered.

The hogger looked at him with a sudden fear. "How did you get off at the speed we were making?"

"Gittin' off was easy," said the flagman, "but plowin' through that gallberry patch was rough."

"Are we on the ground? I didn't feel any jolt. Did we hit a cow?"

"We hit a saplin' pole across the rail," said the flagman, still able to grin. "I went up as the car bounced, but when I came back down the car was somewhere else."

At that time my father, Dick Smith, was pulling the work train with the company's other engine and, as usual, I was riding with him. We stopped to find the log-train crew taking out their

It was a bad wreck. The men on the flatcar were thrown to the ground while the trailing logs snapped the long pine coupling poles like match sticks.

By E. A. ("FROG") SMITH

ILLUSTRATION BY JOE EASLEY

wrecking cables. Nine of their twelve cars lay in a heap on the track with broken coupling-poles sticking out in all directions. A real mess, and no big hook to be had.

Aware that reassembling the pieces was up to them, the men fell to with guts and determination, and by noon their nine cars were back on the rails. What did it matter that some sections were mismatched and turned end for end? At least they would roll. While the train crew was rerailing the trucks, the bridge gang made new coupling-poles. That afternoon when the cars went into the sawmill each carried its customary load of yellow pine logs.

Logging in those days was a tough game and no place for weaklings. My father was a log-train engineer and I practically grew up in engine cabs. For me, going into engine service was only natural.

Rules, red tape, and safety regulations were scarce items. We ran our rusty, leaking scrap-piles in the manner we knew best. Not only did we get over the road but often made seemingly impossible repairs in order to reach home without walking.

If an old-style long pilot, better known as a cowcatcher, happened to snag a road crossing plank, the best way to bend it upward again was to ram it against a round log or slanting pile of slabs braced between the rails. Broken spring hangers were replaced by running a driver up onto a block on the rail until the frame could be blocked up.

Once I saw Dad stop an old eight-wheeler in front of our shanty and build a fire under the left back driver. Drawing water from the open well, he cooled the wheel and kept the cab from catching fire until the driver tire loosened enough to allow a piece of sheet-iron roofing to be slipped between the tire and the wheel. Then he doused the fire, and the tire went tight once more. What would ordinarily be considered a back-shop job was done in time to make the afternoon run to the woods.

ONCE the big logs were laid beside the track, they were loaded on cars for the trip to the mill, which was actually the most dangerous part of our work. Logging cars of the past century were usually home-made affairs built of wood frame and three-inch journals in the sawmill company's own shops. They had no brakes. Two separate sections joined together by a thirty-foot pine coupling-pole made one complete car. Aptly named "bastard" trucks, they had no swiveling centerplate to allow give and take on curves. A car that had been loaded while the trucks were slewed or otherwise in a strain went that way to the mill—or into the ditch.

After the Civil War the trunk lines began ordering bigger and better equipment. They sold hundreds of well-worn, little engines and thousands of

tons of small rail to logging companies throughout the South. Those engines had overly-high driving wheels but not much power. Many never had any brakes and were a hazard even before they left the parent road.

What did it matter that some level-headed safety inspector predicted the worst because of their dangerously thin small boilers? When the scrap-piles steamed away from home, they left safety rules far behind. With brasswork polished and a fresh coat of paint, they became "new" engines on distant logging pikes.

To be a good log-train hogger you had to know the game at its worst. With hardly enough power in a pair of 15 x 22-inch cylinders to start the train, your engine had to get the loads "into the wind" and keep them there if you hoped to deliver them to the mill. A routine trip through the hills on a rusty, leaking eight-wheeler with a trainload of yellow pine tied to her slim tail was a hair-raising performance.

Imagine yourself seated in the cab of a high-wheeled woodburner while she is being readied to drag twice the load she was built to handle. You watch your ashcat throw slabs far back into a roaring firebox that should have been full long ago, while the steam-gage needle climbs steadily upward. A chattering Monitor injector adds to the noise.

Just before you pull out, your baby engine is trembling from the roaring fire and excessive steam pressure. When at last the white flag goes up on the last car, and you coax the train into motion, and the car movements are spectacular.

A car will lean far to one side as the wheels dip into a low joint. Then it will straighten up and slant the other way, while the next car, blindly following its lead, goes through the same wild motions. Long before you tire of watching the acrobatics, the speed will have risen until the seatbox under your aching posterior is bucking like a runaway broncho.

In wide-eyed wonder you look back through a cloud of stifling, rich, pine smoke to see car after car of heavy logs top the hill behind the engine at express-train speed. With a rumbling crash your slack runs in. The uncontrollable loads shove hard at the swaying, bouncing, and all-but-helpless engine to which you cling.

Speed increases on the down-grade. The loads must be "in the wind" for your engine to lead them over the next hill. Speech in the cab is impossible because of the slamming up and down of the sheet-iron deck apron, the chattering reverse lever, and pounding brasses. Rattling side-rods become a blur on the face of flying drivers and you wonder how your train crew can stand the strain.

Again the fireman drops into the deck to brace his fire for the pull over the hill. His fresh fuel breaks down the bed in the blazing firebox to send a steady stream of sparks up the stack. You paw hot cinders out of your hair and face, and maybe a few slide down inside your shirt as far as your buttocks.

A quick look at the flying landscape. Your climb out of the valley is about to begin. The jiggling Johnson bar is hooked well up on the quadrant; the throttle in your lap. Your teakettle is running as fast as she can turn her high driving wheels, trying to outrun the shoving loads and lead them safely over the next high hill.

If you happen to remember that neither the racing little engine nor any of the loaded cars reeling in the dust behind her have brakes, you'd better forget it. Such wild practice used to be called "running the loads over the hills."

ALTHOUGH fast running was often the rule, many cool-headed engineers knew the peril involved and did it only when they had to. Take the case of old Charley Myers who was backing out from Green Cove Springs, Fla., one morning in 1915 on the Dowling Lumber Company's unchartered line.

Charley was running an eight-wheeler backward, leading a half-mile string of empty logging cars coupled together by pine poles thirty feet long. As the woods crew rode out on the log train, a flatcar was cut in next to the engine for their use. Because of many curves in the track, only at rare intervals could Myers get a glimpse of the lantern carried by his lone flagman riding the last car.

Whenever he saw the light, he would blow four long blasts on the whistle to ask if all was well on the hind end. When, and if, the flagman had time to answer before the engine rounded another curve, he would swing his lantern in a circle at arm's length. Then Charley would answer with three more toots to announce he was backing deeper into the gloomy forest west of the turgid and alligator-filled St. Johns River.

The train was already miles out of town, but that was back in the days of long hours, and daylight had not yet come. To complicate things, a dirty gray fog rolled inland off the Atlantic Ocean. Thick as hash-house gravy, it made the rails slippery. Time and again Charley had to sprinkle sand on the steel as the ancient 4-4-0 lost her feet.

Fog blotted out the rails he was backing blindly over. Charley Myers did not want to slip while climbing the steep hill beyond Sow Bed Creek. In an effort to find his way, he opened the side window and leaned far out in the dense fog. All he could see was the rocking tender.

"I don't like this," he told the woods boss, who was riding on the fireman's seatbox. "There's plenty of things we could hit."

"Nothin' worse than a cow asleep between the rails," soothed the boss. "Whatsa matter, Charley? You've been jittery ever since we left town."

"I know it. Something's bound to happen when you can't see two rail-lengths ahead."

Soon he became aware of a burst of speed without the engine getting more steam. Any hogger knows what that means. They were dropping downhill toward the rickety little trestle that spanned Sow Bed Creek.

Charley blew four long, lonesome calls for a signal from the flagman. But it was useless. The flagman was out of sight back in the pea-soup fog. When someone on the flatcar carrying the woods crew jokinugly waved a back-up signal with a match, Charley answered with three toots and gave the old eight-wheeler her bridle.

Plowing through the gray darkness, Charley did something he never liked to do. He widened on her a bit more in order to make the hill. With a short roar they crossed the trestle.

Then, with a shower of sparks and a sickening crash, a tender wheel slammed into the upturned end of a broken rail. Instantly, the tank flipped sidewise down the bank to jackknife back against the engine, throwing her off the track. The men on the flatcar were thrown headlong to the deck or onto the ground while the trailing log trucks snapped their long pine coupling-poles like matchsticks to pile on the flatcar and helpless men.

It was a bad wreck and lives were lost. The disaster might have been averted by having a flagman walk the

grade. But had the hogger lost time by doing so, he would have been classed as a coward and his job given to someone else, as was done in the case of William Creed at Adel, Ga., back in the year 1906.

It was not fear but common sense that made Will Creed be careful. In those days there was no examination for log-train service, and would-be engineers grew on every bush. It was a situation that often forced otherwise careful men to take rash chances in order to hold their jobs.

WILL was running No. 32, a high-wheeler of doubtful vintage, over the rusty rails of the Adel Lumber Company's logging road, which meandered some twenty miles into the big woods west of the mill. His 4-4-0 was one of those teapots on which the boiler extended all the way through the cab. Only a narrow space had been left between the boiler and the cab wall for the hogger to stand in while working his levers, and in case of a wreck it would have been very difficult, if not impossible, for him to have escaped. He knew it, too, and the situation made him cautious.

For some time Will had worried about several tall pine saplings that grew beside the track because they were weakened by "catface" turpentine cuts. Logging engines of that day carried only oilburning headlights, the kind whose feeble rays never reached the rail from the smokebox top. And when Will happened to be late and darkness set in before he reached Little River, thirteen miles west of Adel, he invariably had a flagman walk the grade through the dark swamp.

That was sound reasoning, but one evening when Will stopped for the flagman to take that walk, the superintendend happened to be riding his train and asked:

"What in the name of tarnation are you stopping here for?"

"There are some dangerous trees beside the grade," said Will. "We had a pretty strong wind while we were loading out, and we always walk the grade after a wind."

"Hunh!" snorted the brass collar. "It's a waste of time and we're late now."

"I know we are, sir," said Will, "but I feel safer to know there isn't a tree across the track."

"If you are afaid to run this engine, I can get plenty men who are not. Call in the flagman and get moving, or else."

Will Creed knew what was meant by "else," and he needed his job. So, against his better judgment, he blew two mournful blasts that were still echoing hollowly through the river swamp as the engine began to move. The flagman caught the step, and Will opened up for a run at the steep hill beyond the black gum swamp.

Because of the super's decision, Will had no warning that a tough, green pine tree was laying at an angle across the rails. But when the leading truck reared up and headed for the ditch, he knew, too late, that the old eight-wheeler was going over and down the bank.

Trapped in his close quarters, Will had no chance to escape and died under his engine. All because of a bullheaded superintendent's ignorance!

The fact that the superintendent was fired as a result and ordered out of town in disgrace did not bring the dead hogger back to life nor help to care for his needy family.

When the Flint River & North-eastern, a twenty-five mile short line between Pelham and Ticknor, Ga., began operations in January, 1903, with fanfare and pink lemonade, my father pulled the first train. His engine that day was the Six-spot, the only power the road had that boasted air brakes. No. 6 was a high-wheeled relic of other days but still good for "running the loads over the hills." Too light to drag the mixed train, her unique honor was short-lived. The company bought a nearly new forty-ton Davenport Mogul to handle the run and sent the Six-spot back to leapfrogging over the hills with the log train.

Dad pulled the mixed train. The company also splurged and bought a new lever car for the newly-promoted section foreman. Loaded with tools as well as sugarcane, watermelons, and other produce from fields along the line, the car made a pretty picture as the crew pumped it back home after the long day's work.

The pretty picture did not last long because of the new section foreman, who was unfamiliar with his duties, making a boner that caused an incompetent hogger to make an even worse boner.

Soon after Six had gone back to pulling logs, the new section boss cleared Dad with his Mogul but forgot about Six and the log train. While stopping to repair a culvert between two steep hills, he left the new handcar on the track. Suddenly the log train with a green man named Steward at the throttle sailed over the hill at high speed.

Fearing he might not make the grade, Steward had his train "in the wind" and beyond any chance of stopping. When we saw the handcar on the track and the section crew running away, he yelled, "Look out!" and slammed the throttle shut, wiped the clock, and jumped.

Riding the train that day with Steward were several workers from the woods and a bearded old farmer named Bill Keaton, who was going into town on his own business. The whole gang of laborers atop the rocking tender "joined the birds." The fireman, a tall, long-legged Negro named Bill Jones, tried to do the same but Keaton interfered.

Bracing a foot against the corner of the swaying cab, the farmer grabbed Jones' coat-tail and hung on with one hand. His other hand released the engine brake and yanked the throttle open once more. With the loads shoving on the down-grade. No. 6 was making close to sixty when her long sloping cowcatcher scooped up the lever car and tossed it far into the bushes, tools and all, a hopeless wreck.

The grizzled old farmer, who was not supposed to know one end of an engine from the other, dragged the train up until it hung over the hill and then stopped to wait for the bedraggled crew to catch up.

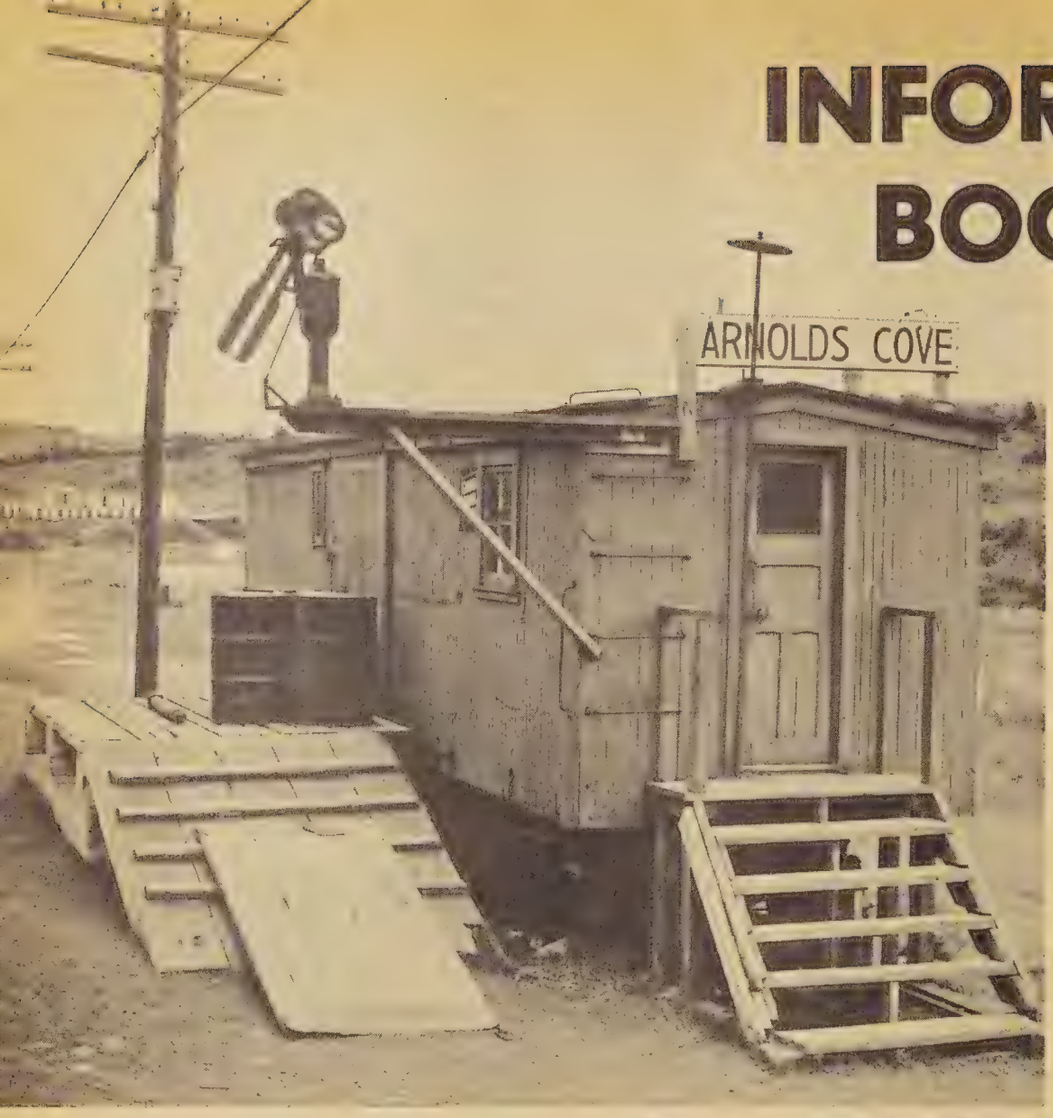
When he realized that the engine was still on the rails, Bill Jones stopped struggling and the farmer freed him, asking him to put more water into Six's boiler. Not only had Keaton saved the day but he meant to rescue the engine as well.

However, he failed to protect the hogger's job. As the scratched and bruised men hobbled up to the engine, including the workers who had only wanted to hitch a ride home, they cussed Steward as a damn fool. He left Pelham shortly afterward and was never seen again around those parts.

That's how it was in those days, men came and went and there were always fellows to take their places. Like the old saying, "No horse ever died but what his collar would fit some other horse."

Yes, running a logging railroad in the old days was a dangerous game, but few daredevil crew men were killed while riding on or behind the high-wheeled woodburners.

INFORMATION BOOTH



Boxcar depot at Arnolds Cove on Canadian National's Newfoundland District. Old-style order board is typical of the kind used on this 42-inch-gage line.
David Plowden, 1239 Madison Ave., New York City

1 *In an old Southern folksong a jail inmate pleads, "Let the Midnight Special shine its ever lovin' light on me." What was the Midnight Special?*

Years ago, many prisoners toiled in chain gangs, especially in the South, and some jails stood beside railway tracks. The Midnight Special was any train that roared past late at night while the tired prisoners were in bed. Its headlight streaming through the iron-barred windows symbolized freedom.

2 *What is the present status of electrification on the Great Northern?*

There "ain't none." GN ended nearly 50 years of juice operation in the Cascade Mountains on Aug. 1, 1956, with the completion of a huge ventilator for its 7.79-mile Cascade tunnel.

Of the Class W electric locomotives, No. 5019 went to the scrap pile. The 5018, minus its 12 traction motors, was sold to the Union Pacific for conversion to a coal-gas-turbine unit. The GN sold all Class Y engines to the Pennsy and junked its five Class Z's.

3 *What is the TAG Route?*

The Tennessee, Alabama & Georgia, a 91.7-mile freight line between Chattanooga, Tenn., and Gadsden, Ala.

4 *"Frog" Smith's true tale, "Swamp Angel," in the December issue, reminds me of poem about a girl riding a cab with an engineer on a logging railroad. Do you know of such a poem?*

Maybe you mean "Vanished Rails," by Frank Bennett, which runs as follows:

A man is old, I've heard them say,
When his visions are all of yesterday,
When his eyes are turned to scenes
that are gone;
He lives in the past while life rolls on.

And that, perhaps, is why I dream
Of roaring stacks that billowed steam,
Of two thin lines of silver light
That led through forest aisles at night.

A crossing whistle long and clear
Reminds me of a cheek so dear
That sometimes nestled close to mine
When I busted fog on that logging line.

There are rails no more where we
used to ride,
For the trees are gone from the
mountain side;
And the teeming life of which we
were part
Is only an echo deep in my heart.

But I see in the night a water tank
And hear the side-rod's muffled clank,
Or the eerie whine of the dynamo,
And I see a face in the firebox glow.

Oh, a man is old—I guess it's truth—
When his thoughts are all on days
of youth,
When visions are full of hours
that have flown;
He lives in memories and he lives alone.

But I wouldn't trade for youth nor gold
Two little dreams of those days of old:
The clank of side-rods drifting free
And the girl who rode in the cab
with me.

5 *There are two grab-irons at the bottom of each end of every freight car operating on American rails, but relatively few trainmen use them for support while coupling or uncoupling cars. Why do the cars have them?*

We put this question to Bill Knapke, retired SP conductor. Bill writes:

"End grab-irons are placed so that

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

an employe who has occasion to go between the cars to manipulate a faulty knuckle lock or to reach over the drawbars to turn an angle cock will have a secure handhold and could remove himself quickly if there should be an unexpected movement of the train.

"I switched cars before there were any end grab-irons. At that time you placed your hand on the outside end of the sill and reached in. If the cars were covered with ice or sleet your hand might slip off, pitching you against the drawbars."

6 *The account of a cut-rate excursion train taking picnickers to a public hanging (Dec. issue) is interesting. Tell us about other quaint excursions.*

In 1849, according to *British Railways Magazine*, a "Females Cheap Trip" was operated from Preston to Fleetwood, England, so that unescorted ladies could enjoy a steamboat ride around Fleetwood lighthouse. They must have had a gay time, without men! If readers will send us brief items about other strange rail excursions we will print them.

An unusual train, while not an excursion, was the *Seed & Soil Special* that the Vandalia Railroad (now part of the Pennsy) operated betwen East St. Louis and Indianapolis, beginning in the 1880's and ending about 1914. Three cars carried exhibits and lectures to farmers. So says "Carload Andy" Ospring, 1322 N. Ontario St., Burbank Calif., who fired locomotives on two of those trains, in 1907 and in 1909.

7 *Is there any difference between a railroad and a railway?*

No. Americans use the two words interchangeably but prefer *railroad*. British and Canadians prefer *railway*. *The American College Dictionary* defines *railway* as "a rail line with lighter-weight equipment than a main-line railroad," but that is incorrect.

8 *What did the Milwaukee Road do with its Class EP-2 and Class EP-3 electric passenger locomotives?*

EP-2's are stored awaiting disposition; EP-3's have been scrapped.

9 *Which was the Lehigh Valley's last steam locmotive?*

No. 5219, a 4-8-4 which went into service Nov. '43, was scrapped Dec. 12, '52.

10 *I really enjoyed "Sun Sets on Hump Rider" (Dec. '60). I am curious to learn how an electronic yard operates.*

Let's take, for example, the New York Central's new Big Four Yard, 49 acres near Indianapolis. As a freight train enters it a television camera scans the car numbers. A closed circuit transmits these numbers to TV receivers in the yard office. There the cars are classified as to destination. While this is going on, a yard engine moves the incoming train to the 19-foot hump.

Atop the hump, in the office, a yard conductor gets the printed consists and as each car comes up to the crest for uncoupling he pushes one of 55 buttons for classification tracks.

At this point, electronics takes over. Switches open automatically. Computers measure the car weight, rollability, distance, track conditions, wind velocity. The mechanical brain then regulates retarders, a braking device on the downward track, to send the car into its classification track at safe coupling speed. A switching loco moves the cars to an outgoing track, and road diesels handle the full train.

11 *How were the earliest railroad passenger cars heated in winter time?*

They weren't. But enterprising boys who lived near the tracks would heat stones and bricks and sell them to passengers to keep their feet warm. Years later, when horsecars began jogging on city streets, their floors were covered thickly with beds of straw for warmth.

(Today, New York subway trains are often grossly overheated in winter,

Some time ago, Southern Pacific steam was doubleheading the *San Joaquin Limited* out of Los Angeles Union Terminal. The tall building is City Hall. This is H. L. Kelso's favorite shot among many railroad pictures he had made over the years.

especially during rush hours, even though the closely-packed riders wear heavy clothing, overcoats, furs, etc. Excessive artificial heat wastes money besides being uncomfortable.)

12 *As an English locomotive driver, I am mystified by the American word* featherbedding. *What does it mean?*

It means being paid for work you don't do. The word applies to company officials as well as the rank and file.

13 *Is the Central of Georgia involved in a proposed Southern merger?*

No, but Frisco Lines own 71 percent of CG stock; will sell it to the Southern for $22,655,000 if the ICC agrees. Even so, the Georgia road will retain its famous old name and continue to operate as a separate company.

14 *Recently you ran a photo of Southern Pacific's old Horseshoe Curve, 80 miles east of El Paso, Texas, which you said had just been eliminated. Why was it built in the first place?*

Modern equipment was unheard of in 1881 when rail pioneers built the curve. From McNary to the summit at Etholen, Texas, 30 miles, the elevation rises from 3,645 to 4,653 feet. Civil engineers had the problem of gaining a 35-foot elevation over a 565-foot distance and still maintain grades over which trains could run efficiently. They had no choice but to build the Horseshoe.

Lately 9.29 miles of new line were built, eliminating 30 sharp curves, including the Horseshoe.

15 *What is the largest number of freight cars ever used in shipping one large-size object?*

Eleven is the largest number we know of. Those railroad cars carried a power shovel weighing about a million pounds last August from the Bucyrus-Erie Co. plant at Milwaukee, Wis., to Central City, Ky., where it is now mine-stripping coal. The electrically-propelled giant needed so many cars because of its 100-foot boom and 8-cubic-yard dipper.

16 *Which was Virginia's first railroad?*

The Chesterfield, a 12-mile coal-carrier, chartered in 1828. Its president, Nicholas Mills was the principal owner of Virginia's first commercial coal mines. Col. Claudius Crozet, a former engineer-officer in Napoleon's armies, surveyed the route. It extended from a point near the Mills coal pits to tidewater at the James River opposite what was then the village of Richmond. The Chesterfield was completed in 1831. Rails were wooden, topped with strapiron. The line never owned a locomotive. Two small, boxlike, wooden cars, loaded with coal, coasted downhill to the river, with two mules riding in a third car at the rear. On the return trip, the mules hauled the empties back to the mines. That road today is part of the Southern system.

17 *Do the U.S. courts ever fine railroads for violation of Federal law?*

Yes, indeed. In a recent month, according to the ICC, 8 roads were fined a total of $11,400 for 43 violations of the Safety Appliance Acts, two violations of the Hours of Service Law, and one violation of the Accident Reports Act. Fines were levied for such things as failure to make proper air test, defective air brakes, inoperative couplers, insufficient hand brakes, drawbars of incorrect height, and insecurity of running boards, handholds, safety railings, sill steps, or ladders.

The roads fined were the UP, T&P, Monongahela, NP, GN, ACL, Columbia & Cowlitz, B&O, C&O, Milwaukee, D&RGW, GM&O, Frisco, MP, C&NW, WP, SP, and Gulf, Colorado & Santa Fe. It is quite an impressive list.

18 *Which railroad ran between Palisade and Eureka, Nevada?*

The Eureka & Palisades, 3-foot gage, organized Nov. 19, 1873, and opened in Sept. 1876. Its name was changed to the Eureka Nevada in 1912. The road was abandoned in 1938.

19 *Why is the hand-brake wheel on boxcars, etc., built near the roof?*

Lancaster (Pa.) Intelligencer Journal photo, courtesy of Don Hallock

(Left) Strasburg Rail Road's latest addition, a former Canadian National six-wheeler, built by Baldwin, 1908. (Below) Old depot at Strasburg, Pa. Tiny road is oldest U.S. shortline.

John D. Denney, Jr., Columbia, Pa.

So that trainmen walking over car tops can help the engineer, in an emergency, to control train speed, especially on grades. But since the air brake has been perfected, there is less need for such service. Many railroaders believe that both the hand-brake wheel and the retainer valve should accessible to a man standing on the sill step of a car.

20 *Is the Strasburg Rail Road a common carrier?*

Yes, and American's oldest short line, dating back to 1842. The road recently bought an 0-6-0 steamer and is using her on a mixed train daily between Strasburg, Pa., and Paradise (Leaman Place), 4½ miles. Don Hallack, v.p. and general manager, invites fans to ride this pioneer line. Exhibits at the main depot include an ancient vertical-boiled rack engine and a 4-4-0. Uses diesel in winter but will resume steam operation when spring comes.

21 *When did a railroad train first cross the U.S.-Canadian border?*

Aug. 16, 1851, marked the opening of our continent's first international rail-link: between Laprairie, Que., and Rouses Point, N.Y., and by connecting roads to New York and Boston. Thus international agreement, the first of its kind anywhere, permitted foreign-owned rolling stock free entry into the two coutries. The ruling is still in effect.

It is interesting to note that one of the three railroads given the E. H. Harriman memorial gold medal for safety for 1959 by the American Museum of Safety was the Canadian Pacific lines in Maine, the other two being the Atlantic Coast Line and the Chicago & Eastern Illinois. Eleven other roads won safety certificates. Each award was made for the fewest reportable accidents in proportion to the number of employes.

22 *A brief history, please, of the Long Island Rail Road.*

The Long Island, with 343 miles of line, is the nation's third oldest railroad still operating under its original name. It is also America's busiest passenger railroad and the largest commuter road outside of England.

Chartered April 24, 1834, it began running in 1835. Main line to Greenport was completed in 1844. Present route system was completed in the mid-1890's with the building of branch lines and absorption of 30-odd smaller roads. Tunnels to Penn Station, New York City, were opened in 1910, giving LIRR direct acess to Manhattan and eliminating ferry ride over East River.

Biggest, newest type of icing machine in America, riding a Santa Fe track at Belen, N. M., can load 2½ tons of ice into a refrigerator car in one minute. Don Erb, Santa Fe Railway

LIRR was the first railroad to: Use an all-steel car (1905), operate an all-steel-car passenger fleet (1927), run a diesel-electric loco in road service (1926), put a whistle on a loco (1836), install a full automatic speed control system (1952-'3), and operate piggy-back service (as early as 1884 it hauled farmers' wagons to market).

In 1959 the Long Island carried nearly 74 million passengers, more than any other U.S. railroad, the Pennsy coming second with over 50 million. Average number of LIRR passengers daily, Monday through Friday, 260,000. During the morning rush period (7 to 10 a.m.) about 75,000 passengers pass through Jamaica, the LIRR headquarters, from which lines radiate eastward to eight terminal points, westward to three terminals.

Longest single run: between Penn Station and Montauk, 117 miles. Average number of trains scheduled daily: 650 passenger trains and 120 deadheads (empties moving to terminals to begin runs or to yards after runs).

Two-thirds of all trains run in electrified area, powered from 650-volt DC third rail. LIRR is now operating 77 diesel locos and over 700 cars (63 double-deckers, 331 air-conditioned).

23 *Are running boards on covered-top cars really necessary? Not long ago your magazine carried a photo of a new-type Union Tank car without running boards, the said car having been given ICC approval.*

On most roads today trainmen are forbidden to walk over car-tops, except in emergency cases, while trains are running between terminals. Even so, the running boards are needed because emergencies do arise. The claim has been made that signals can be given just as well from the side ladder leading to the brake platform, but we questioned several trainmen and every one of them agreed that such was not the case.

Bill Knapke says of the tank car without running boards: "If it were put in a train of which I was conductor I would refuse to handle it, or at least I would demand a message relieving me of all responsbility for that train. I don't believe any Federal safety inspector would permit it to move.

"I recall a time when an inspector tied up my train at Colton, Calif., because one plank in the running board of an oil tank had a slight fault that was in no way dangerous to passage."

Oct. '58: Scene in Canadian National's Spidina engine house at Toronto. No. 6207 will go out on *Inter-City Limited* to Montreal; 808 is yard switcher, and Pacifics in background are used for commuter service.

David Plowden

24 *What is the Delray Connecting Railroad?*

A 16-mile terminal line, nicknamed the Zug Island Road, at Detroit, Mich. It owns 5 locomotives and more than 200 freight cars.

25 *Did any American railroad ever have a wreck involving four trains?*

Yes. But the only one we know about occurred Dec. 4, 1891, at East Thompson, Conn., on the old Norwich & Worchester (now part of the New Haven). The trains which crashed were the Southbridge local, the Putnam local, the Norwich-Boston boat train, and the *Long Island Limited.*

The Southbridge local was a yard switch engine that usually traveled between Massachusetts border communties of Webster and Southbridge on a shuttle schedule. Its main task was to switch freight cars around East Thompson Jct. On the fatal morning she and her crew were engaged in routine switching operations.

Also due through the junction that morning, on the main eastbound track, were two trains from New York, the *Long Island Limited* and the boat train. The *Limited* was on time but the boat train was an hour late, placing it only two minutes ahead of the *Limited.*

Meanwhile the Putnam local, heading for Boston like the other two, was waiting to use the eastbound track. Because the boat train was late, the Putnam local was ordered to use the westbound line as far as East Douglas. There it would change back the eastbound, thus giving the boat train and the *Limited* time to race through.

Apparently no one on the other trains remembered that the Southbridge local was going back and forth between the Southbridge spur and the westbound main line.

The Putnam train reached East Thompson first and hit the Southbridge local with a splintering crash that spilled wreckage over to the eastbound track. A minute later the *Long Island Limited* plowed into the scattered debris. And then—right on schedule, two minutes later—the boat train slammed into the *Limited.*

Property damage ran high but loss of life was remarkably small for such an accident. Only three men were killed in the four-train smashup.

26 *Have road numbers of Virginian diesel locomotives acquired by the Norfolk & Western been changed?*

Yes, the number of each one has been increased by exactly 100.

27 *What are compartmentizer cars?*

Boxcars with several rooms or compartments where less-than-carload shipments can be placed, loaded, and carried to destination under lock and key.

28 *Are many steam locomotives operating today in Argentina?*

About 4000. They came from U.S.A., England, France, Germany, Sweden, etc. Some were built around 1900 but all will probably keep running till they fall apart, because each one is needed badly for the increasing traffic.

Argentina's railroads, all government owned, include more than 27,000 miles of broad, narrow, and standard gage track and rank seventh in the world's mileage. Steam hauls much suburban traffic, but several hundred diesels built in U.S.A. and Europe, handle main line road service and switching.

Our reader's question was answered by Arnold Irvine Reid, Defensa 665, Buenos Aires, R. 46, Argentina, who sells 35mm color slides of Argentina steam locos, interurbans, streetcars, and will send details to anyone on request.

Running Extra

WHERE is Michael Legan, a retired Erie trackman who worked for years at Gowanda, N.Y., and disappeared last May 17? The query comes from his daughter, Mrs. K. McElwain, 1688 Hamilton St., Warren, O. He is 74, weighs 155, has gray-brown hair, gray eyes; may be suffering from amnesia; belongs to Lodge 895, M. of W. E.

"Who can locate Edith Viola Phifer?" asks her brother, Thomas M. Phifer, retired railroad carman, Rte. 1, Jacksonville, Tex. "She was last heard from in 1926 and may be married."

Commenting on item 7, Oct. '60, "shortest regular rail passenger run," Edward K. Hull, 1275 Harriet St., Palo Alto, Calif., writes: "Years ago, the narrow-gage Portage Railroad in the Muskota Lakes region of Canada was .9 miles long and operated regularly all summer, carrying canoers and other passengers between boat landings."

According to Tony Frank, 2616 S. Parkway, Chicago 16, Ill., the shortest regularly scheduled passenger run in U.S. was Pacific Electric's shuttle service between Echandia Jct., Calif., and General Hospital, 1000 feet.

"The Jersey Central run between Newark and Kearney, N.J., 3.3 miles, also is worth mentioning," writes Stanley D. Crews, P.O. Box 748, Elberon, Georgia, a longtime subscriber.

The CB&Q has only two motor-car runs. Here is No. 9767 with coach making a round trip between Lincoln, Neb., and St. Joseph, Mo., as trains 15 and 16. Jim C. Seacrest, 2750 Woodcrest, Lincoln, Neb.

Answering a query, E. Harper Charlton, 4503 Claycut Rd., Baton Rouge, La., supplies the following history of New Orleans, Fort Jackson & Grand Isle RR.:

It was completed in 1891 from New Orleans to Buras, La., 59.6 miles, and from Socola Jct. to Grand Bayou, 13 miles. At one time it was known as the New Orleans & Western. Although the Public Service Commission listed it as an electric line, it never was. The Company dug a canal and later transferred their passengers at Myrtle Grove to boats that plied the Wilkinson Canal to Barataria Bay and across to Grand Isle on the Gulf.

The road then became the New Orleans & Lower Coast RR., under which name the Missouri Pacific is operating it today. Present mileage: 61.5, between Algiers (part of New Orleans) and Buras.

"An old 2-10-2 pictured in your October issue, C&EI No. 757, is described as an ex-ACL engine," writes James A. Mullins, Box 311, Macon, Ga., "She looks like one of the three 7400's used on the ACL's Western Division. Was she?

"I hand-fired all three on the Atlanta, Birmingham & Coast before they got stokers. Earl C. Warren, my first engineer, taught me how to run them, and I ran all three. Where is Earl now?

"I have a 1946 AB&C rulebook that some collector might like to get."

A Missouri Pacific carman's wife, Mrs. Mildred Henthon, Box 34, Modic, Ill., wants to find her father, James Thomas Koonce, age 70, last heard from in Kansas City, Mo., about 14 years ago.

"Where can I buy a narrow-gage railroad, including locomotive, cars, and other equipment, also a horse-car and a trolley car, in any repairable condition?" asks Richard Holland, 31 Middle St., Leominster, Mass.

Writing a book on geared locomotives, Mike Koch, 41 Old Army Rd., Scarsdale, N.Y. wants information and pictures for it.

Mike has one of the finest collections of Colorado railroadiana: thousands of photos, 40 original paintings, 13 Otto Mears silver passes, and many rare Colorado annual passes.

"My book on geared locomotives will be a source book," he tells us. "I need significant data."

A photo or diagram of the mechanism which shows different colors through the same lens in the searchlight type of railroad signal is wanted by Steve Ondic, 608 4th Ave., S.W., Calgary, Alta., Canada.

Weirdest railroad passenger on record was a Texas woman who had but one head, a thick neck, and two perfectly-formed bodies. She traveled for years with the old Al G. Barnes Circus. Whenever she rode an ordinary passenger train she paid a single fare, the same as all Siamese twins pay today.

Like most circus freaks, according to the autobiography of the late Al Barnes, this lady had normal sex instincts. Her husband was a ticket-seller at the show, where fellow employes kidded him by accusing him of bigamy. She gave birth to three normal children: two from one body and one from the other body, the book states.

Our editor, Freeman Hubbard, now writing a book of circus history, including its railroad aspects, wants to hear from anyone who remembers visiting the Al G. Barnes Circus and seeing this freak. He also would like to borrow good, clear photographs of circus-train wrecks. ●

Steve Maguire's TRANSIT TOPICS

Phila. Transportation Co. car 8530 on the rails of Mt. Hope & Western Traction Co., an operating trolley museum at Mt. Hope, Pa., belonging to Paul Rhoads of Harrisburg, Pa.

John J. Bowman, Jr., Lancaster, Pa.

WE'VE OFTEN wondered what goes on behind the scenes when trolley lines are converted to buses. Too many systems in fine operating condition have been abandoned with little regard for what the public wants or needs. Now the truth is beginning to leak out. Last August the former Twin City Lines president, Fred A. Ossana, and other officials, including Barney Larrick, who has an unenviable reputation for scrapping rail lines, were tried and convicted in Minneapolis Federal Court for fraud in connection with the conversion of Twin Cities streetcar lines to buses from 1951 to '54.

Steve Maguire

This is the first such case we know of where fraud was actually proved in court. The size of the company involved and the magnitude of its operations resulted in both Ossana and Larrick being found guilty on a dozen different counts. Unfortunately, justice came too late to bring back the cars.

BIG RED CARS of the old Pacific Electric line from Los Angeles to Long Beach are turning green, reports Don Sherburne, Compton, Calif. Don was the first to let us know that interurban car 1543, now operated by L.A. Metropolitan Transit Authority, has been renovated and repainted two-tone green with a white roof. After 50 years of red-car operation, the new "Irish" version is catching the public eye.

But the future of the Long Beach route is dubious, because LAMTA could not obtain a long-term lease for using PE track owned by Southern Pacific. This situation also affects recent plan for rapid transit in the area, which would utilize part of the trackage. LAMTA now seeks additional powers from the California Legislature, including the right to take over condemned property at once, without awaiting trial of its value. Nevertheless, the service to Long Beach will end if no lease is obtained.

OTHER cities considering rapid transit include Washington, D. C., where a Transportation Agency has been set up to investigate and recommend to Congress future lines on new rights-of-way or over existing railroads.

Atlanta, Ga., too, is coming closer to rapid transit. A plan introduced by the Atlanta Transit System anticipates that within ten years so many people will be using the streets that it will have to provide heavy mass transit. The Atlanta plan would operate 59 miles of rails at a cost of $3-1/2 million a mile and connect with a system running on a sort of conveyor belt to tap busy locations downtown.

SUBWAYS are proposed in two Canadian cities, Montreal and Hamilton. The Montreal plan, put forward by a French company, would install a line similar to the Paris Metro, which uses rubber-tired cars, over seven miles of track that would be lengthened eventually to 23 miles. Original cost, $117 million. Although Montreal is in dire need of rapid transit, local officials seem indifferent to the plan.

At Hamilton, engineers advocate a subway to be built within 15 years, shaped like "H," running along Main Street east and west and along James and Ottawa streets north and south. Such a line is badly needed. Besides estimated population increases, surface transit on the narrow streets of the old lower city are limited seriously. Also to be considered is the present inaccessibility of the populated mountainous area surrounding Hamilton. This information comes from the monthly *Newsletter* of the Upper Canada Railway Society, Box 122, Terminal A, Toronto.

ANSWERING a query about the Toronto subway track (Oct. issue), Larry Steingarten, 690 Academy St., New York City, says the rail is laid on a hard rubber sheet that not only makes the track bed but also provides drainage, as it covers the entire area between the rails. The subway is hosed down after service ends each night. Except for water from cleaning, none enters the tracks. There is no seepage.

"The Toronto subway is the smoothest, quietest, and most comfortable line I have ever ridden," says Larry. "This is due partly to welded rail, asbestos panels on the walls, and well-maintained rolling stock."

The university of the future, as General Electric engineers see it, will include a readily-accessible campus served by modern rapid-transit facilities. Electric trains will stop in the area so that students and faculty members have only a short walk to the buildings. Experts know that rail transit can move 3,000 to 40,000 people per hour in one lane economically while a single expressway lane can accommodate only about two thousand folks riding automobiles during the same period.

POSTAL racks of an old New Bedford trolley mail car, No. 34, now owned by Seashore Electric Ry., an operating museum at Kennebunkport, Maine, proved very useful to members sorting copies of their monthly publication, *The Trolley Museum Dispatch*, for mailing to addresses in many different states and provinces of Canada.

THE ONLY interurban line in Thailand (formerly called Siam) was the 15-mile route of Thailand State Rys. that ran between the capital, Bangkok, and the port of Paknam but is no more, reports Wally Higgins, a friend of your *Transit Topics* editor. Originally a steam road, this line was electrified during Japanese occupation in about 1942. The invaders brought in several Japanese 3-car trains with motor car and trailers, which ran until 1959, when service was abandoned and the rails were torn up.

Wally has been on overseas service in the Far East for several years. He tells us also that a Bangkok tramcar line is still running and that the Bangkok Electric Ry. also operates a 4-mile line at Lopuri in the same country. Six trolleys burnish the rails of the small line which, like the one in Bangkok, has single track alongside the road, with turnouts. The short run takes about 25 minutes.

"I REMEMBER St. Louis's first electric streetcar," says Bill Knapke, nonagenarian SP conductor, retired, 9A

Horse pulling car walked beside it on North Beach line at St. Augustine, Fla.
Collection of Stephen D. Maguire, 1411 River Rd., Belmar, N. J.

North Lane, Orinda, Calif. "It was battery powered. A team of horses followed the car. Whenever it broke down, which was often, the team hauled it back to the barn. Later, the barn was converted into an iron foundry, and I worked in it during the big American Railway Union strike of 1894. I wonder if anyone has a picture of that pioneer car?"

WE GET news reports and Japanese National Railway pix from Sinichi Miyazaki, 1299 Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan. He tells us about the multiple-unit limited express electric train, the *Kodama,* which operates in two sections of 12 cars each between Tokyo and Osaka on the Tokaido main line. The service is so popular that two more MU trains, the *Tsubame* (Swallow) and *Hato* (Pigeon), with similar modern cars, were put on last June. These trains were adorned with flowers on their maiden trips.

ST. AUGUSTINE, Fla., America's oldest city, once had two horsecar lines in addition to a city trolley system, according to Cecil Zinkan, general manager of the Lightner Museum of Hobbies, St. Augustine.

The horsecars transported bathers and visitors across the coastline island that separates St. Augustine from the ocean. Visitors took a ferry across the North River to reach the island and then one of two horsecar lines across the sandy island for a half mile or so to the ocean. One line ran to Capo's Beach, the other to Usina's Beach.

There was one unusual thing about the North Beach horsecar. The horse was hitched to a projecting beam at the middle of the *side* of the car and pulled it while trotting alongside. This was necessary because the ties were laid in sand, and the horse couldn't walk safely in front.

TEXAS may soon be without streetcar service. El Paso City Lines, operators of the last interurban trolley route, between El Paso and Juarez, Mexico, requested permission to substitute buses for trolleys, and the Juarez Planning Commission has approved the plan. In El Paso, the company franchise permits it to make such a change when and if desirable. So apparently the rails are doomed, with only the date in question. Will someone keep us informed?

"I WILL MAKE slides or 8mm. movies free of charge for any fan who wants St. Louis P.S. trolley views," writes Thomas Konieczny, 625 N. 7th St., East St. Louis, Ill., "if he requests such service in writing. But he must send me the film with postage. I will expose it and return to him."

At St. Louis, both the University and Clayton trolley lines are doomed. The city has condemned part of their private right-of-way for new highway construction. (*Turn to page* 38).

Photo by John H. Vogel

Photo by Sinichi Mitazaki

Modern electric lines in Japan. (Left) Hakone Tozan Railway train at Odawara terminal. (Right) Passengers at Nagoya, on the Japanese National Railway, board the bright new *Tsubame*, which replaces a train powered by an electric locomotive.

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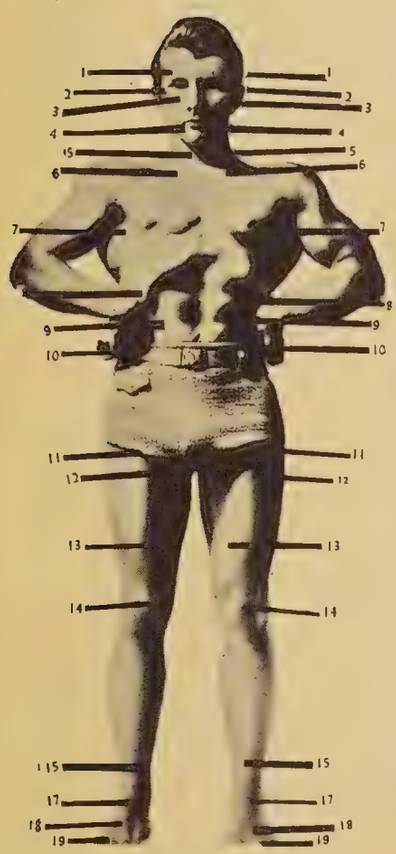

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NEW ORLEANS PUBLIC SERVICE is again agitating for conversion of Canal Street to buses and the installation of express buses on the center portion of the wide thoroughfare where trolleys now run. The St. Charles Avenue rail line would be continued, however, and would be the city's last streetcar route.

"THERE was never a horsecar line on Montague Street, Brooklyn," writes Edward A. Watson, 934 Albemarle Rd., Brooklyn 18, N. Y., in reply to Joe Heymann's comments (Oct. issue).

"The line was built for cable cars in 1890," Ed explains, "and operation was started Feb. 1, 1891, by Brooklyn Heights R.R. It was electrified Sept. 25, 1909, when all cable cars were converted to juice as were seven open horsecars that had been rebuilt for cable service. This line, one of the first in Brooklyn to have Birney cars, was abandoned Feb. 18, 1924.

"The only other cable line in Brooklyn was on Park Avenue, which opened March 6, 1887 as the first cable road in that city. It ran under the Atlantic Avenue RR, but failed and horsecars were put back in August, 1887."

AFTER years of inactivity, additional track has been laid at the Columbia Park, Ohio, shopping center where Gerald Brookins had been holding several feet of track and five ex-Shaker Heights cars for possible use on a line connecting a trailer park with the shopping area. Ted Taetsch, 14218 Garfield Ave., Lakewood 7, Ohio, tells us that a switch and 200 more feet of track have been added after an idle interval of five years. Stone ballast and a tamping machine were used. What's up, Mr. Brookins?

LAST SUMMER juice was eliminated from the once-electrified Niagara, St. Catherines & Toronto Ry. Locomotives 16, 17, and 18 were sent to Oshawa to replace Oshawa Ry. 325 and 327 while sweeper 22 replaced Oshawa 46.

Another former juice freight line, the Tulsa-Sapulpa Union Ry. of Oklahoma, is now using diesel power in place of electrics, reports Stanley McCarthy of Springfield, Mo. Thus ends Oklahoma's last electric railway.

EIGHT-PAGE catalog listing 200 traction publications which are available for purchase from the Electric Railroader's Assn., 145 Greenwich St., New York 6, N. Y., can be had by anyone on request to ERA.

"ON MY LATEST cruise up the Tennessee River in the steamboat *Delta Queen* we got as far as Hale's Bar and tied up about 15 miles downstream from Chattanooga," writes E. J. Quinby, president of Branford trolley museum, whose home is 30 Blackburn Rd., Summit, N. J. "It was foggy that night. Next morning, when I glanced out of my stateroom window, I had to rub my eyes and take a second look. A real trolley line was running along the river bank, complete with private right-of-way, trolley poles and wire.

"Upon investigating, I found a juice freight motor hauling coal from the Louisville & Nashville Railroad for the TVA steam-electric plant that augments the big hydro-electric station at Hale's Bar Dam on the Tennessee River.

"I talked the company officials into running a special trip over the line for our steamboat passengers. The latter loved the ride. Inside the plant, the line runs on bottom-contact third rail."

LONGEST electric third-rail tunnel anywhere is on the Northern line of London (England) Transport, more than 17 miles of underground subway, according to Herman H. Diers, Washington, D. C., noting that no part of the route ever sees daylight.

ANGEL'S FLIGHT RY. at Los Angeles will be doomed in 1961, reports Walter Thayer, Wenatchee, Wash., by an urban renewal project on Bunker Hill which it connects with the downtown area 321 feet below. Condemnation of many old buildings on the hill has cut patronage down to mostly tourists and railfans, and the line hasn't made a profit since 1955. An escalator will probably replace the incline route, thus ending 60 years of Angel's Flight.

BUENOS AIRES trolley system is expecting a shipment of PCC cars in the near future, probably from the U.S., reports Arnold Irvine Reid.

During the past year and a half over 100 new cars have been outshopped from Argentine military factories for service in Buenos Aires. They are small single-truckers of steel construction. A large fleet of them makes up the city's system today.

Gloomy news comes from Santa Fe, Argentina. The trolley system there has been operating at a loss for a long time and, despite the wishes of local citizens, may soon give way to buses. Most of its cars are quite old. Good snapshots of these and other Argentine trolleys may be purchased from Mr. Reid, who is entered in our *Switch List*.

NEW YORK city transit riders can now buy accident insurance from Mutual of Omaha in a Grand Central subway booth. This is the first time, so far as we know, that such insurance has been sold underground.

New Electric Publications

WM. D. MIDDLETON'S long-awaited new book, *The Interurban Era,* just out, will be reviewed in our next issue. If you don't want to wait till then, you can buy a copy right now from the Kalmbach Publishing Co., 1027 N. Seventh Street, Milwaukee 3, Wisconsin.

TROLLEY LINES IN QUEENS COUNTY, by Vincent F. Seyfried, is the accurate story of Brooklyn Rapid Transit's northerly routes from 1860 until 1950 when the last Queens County line, Richmond Hill, stopped running. This 46-page monograph, 6x12" lengthwise, includes 25 pages of photos grouped together in a mass, which makes the reading matter a solid chunk unbroken by pictures —an undesirable format. But it is a worthwhile history. Seyfreid has written 6 prior histories, equally valuable, but we wish he hadn't picked 6x12', an inconvenient bookshelf size. Available at $2.50 postpaid from Felix Reifschneider, P. O. Box 88, Fairton, N. J.

THE STREET RAILWAYS OF CONNECTICUT (Public Utilities Commission Reports for 1931-'48) is contained in Transportation Bulletin 60 of Connecticut Valley NRHS group, 8 pages, giving full data on equipment of each line in the state year by year. Four pages are devoted to the Bari, Italy, tramway line of 1944-'5. Price, 25 cents a copy from Roger Borrup, Warehouse Point, Conn.

THE STREET RAILWAYS OF CONNECTICUT (Notes from Special Acts of the General Assembly) is an outline of every legislative act affecting the state's traction lines from 1859 to 1949, compiled by Roy S. Melvin. This 24-page bulletin is useful source material for juice fans. Roger Borrup sells it at 75 cents a copy.

Facsimile of DENVER & INTERURBAN R.R. employes' timetable No. 5, issued May 27, 1923, has been reprinted by Robt. W. Richardson, Colorado Railroad Museum, Box 641, Golden, Colo. Its 4 pages cover the D&I (not the Intermountain line) route from Denver to Coalton, Ara, and Eldorado Springs.

OHIO TROLLEYS, 64 pages, 9x12", published by Kenneth S. P. Morse, Rte. 3, Barnesville, O., is primarily a supplement to his CLEVELAND STREETCARS, which came out 2 years ago. The new book includes detailed facts on old Cleveland Rys. trolleys and car assignments; also track maps and pictures, plus rosters, etc., of other Ohio lines: Toledo, Youngsotwn, Ashtabula, and Salem. Price, $4.

Stephen D. Maguire

Philadelphia Transportation Co. yards and shops at 69th Street near western city line, showing some of the old cars that new Budd equipment is replacing.

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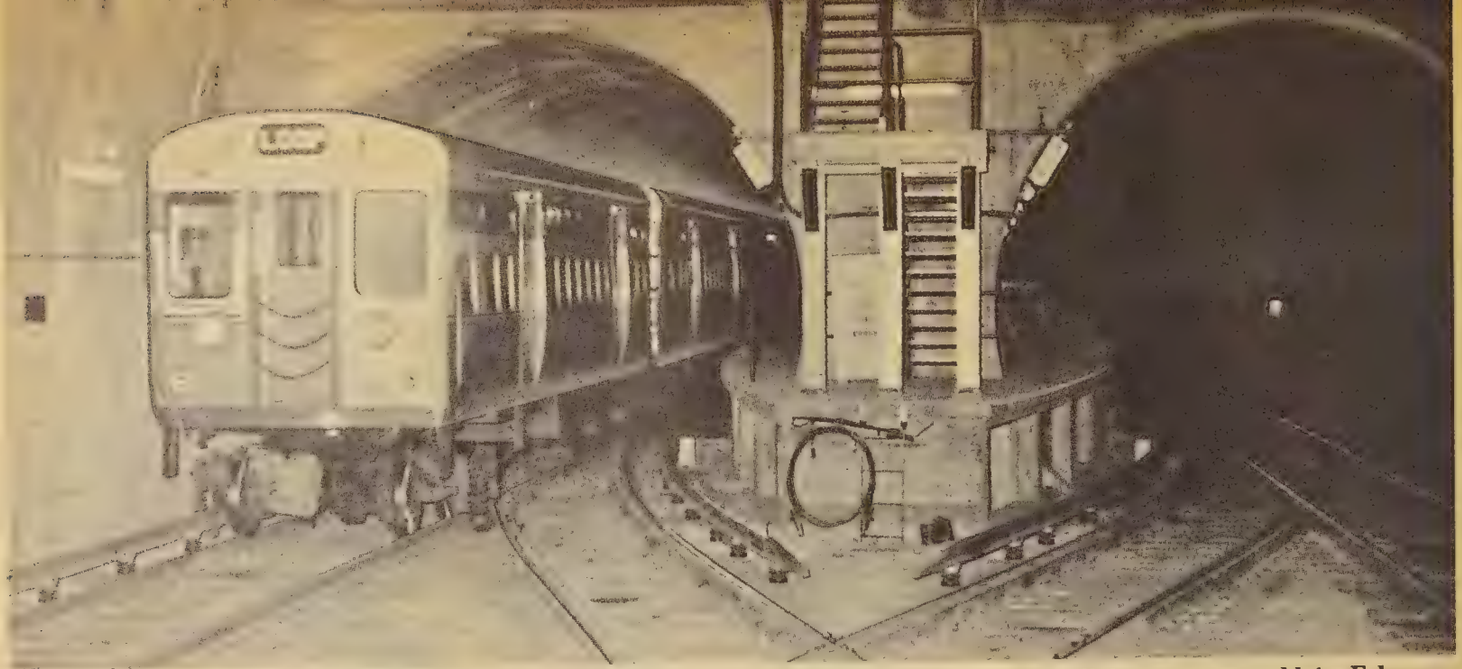

Westbound Loop train approaches Congress Street station of the Chicago subway, which will be ten years old in February.
Joseph R. Clesen, 3926 N. 10th St., Milwaukee, Wis.

METROPOLITAN TRANSIT AUTHORITY (Boston)

Roster compiled by Charles Sullivan

Rapid Transit Equipment

Number	Builder, Date	Trucks	Motors	Contr.	Controller
0500-0539	Pullman, 1923	Taylor	4 WH 511E	GE-PC-5	CJ-135A
0540-0547	Pullman, 1924	Taylor	4 WH 511E	GE-PC-5	CJ-135A
0548-0587	St. Louis, 1950	Cl. B-10	WH 1432H	WH	dyn. br.
0600-0639	Sta. Steel, 1912	Br. 27, MCBT	2 WH 300D	WH-AL	13-B
0640-0659	Laconia, 1912	Br. 27, MCBT	2 GE 212B	WH-AL	13-B
0660-0694	Pre. Steel, 1919	Br. 27, MCBT	2 WH 577P	WH-ALFD	13-B
0695-0754	Bradley, 1927,'8	Br. 27, MCBT	2 WH 577P1	WH-ALF	13-B
0901-0975	Laconia, 1927	Bald. M Std. C60 M Tayl. TR2T	2 WH 301	WH-ALM	C-26-C
0976-01000	Wason, 1928	Std. C60 M Tayl. TR2T	2 WH 301	GE-PC-10	C-26-C
01100-01199	Pull.-Std., 1957,'8	Cl. B-10	WH 1432H	WH	dyn. br.

Surface Service Cars

Number	Type	Built	Builder
724	Rail Grinder	1894	West End Railway
1594	Rail Grinder	1896	Laconia Car Co.
2003	Derrick Car	1908	St. Louis
2026	Rail Grinder	1911	Boston Elevated Ry.
3247,3248	Flat Trailer	1916	J. G. Brill
3271	Side Dump	1920	Differential Steel Car Co.
3283	Tower Car	1950	Dow (body only)
3603	Ramp Car	1923	Boston Elevated Ry.
3617,3618	Bottom Dump	1927	Differential Steel Car Co.
3624-3626	Side Dump	1929	Differential Steel Car Co.
3627	Locomotive Crane	1930	Ohio Locomotive Co.
5055,5071	Compressor Car	1906	Kuhlman Car Co.
6131	Sand and Salt	1919	Kuhlman Car Co.
6301	Sand and Salt	1921	Laconia Car Co.
6309	Sand and Salt	1921	Laconia Car Co.
6317	Sand and Salt	1921	Laconia Car Co.
6321	Sand and Salt	1921	Laconia Car Co.
6365	Sand and Salt	1921	Kuhlman Car Co.

Boston MTA car 6301, built by Laconia in 1921, now in sand and salt service.
Stephen D. Maguire, 1411 River Rd., Belmar, N. J.

Surface Passenger Cars

Number	Built	Motors
3002-21	1941	WH 1432D
3022-53	1944	WH 1432D
3054-71	1944	WH 1423H
3072-3096	1945	WH 1432HF
3097-3129	1944	GE 1198F3
3130-46	1944	GE 1198F4
3147-71	1945	GE 1198F4
3172-96	1945	GE 1220AI
3197-3221	1946	GE 1220EI
3222-46	1945	WH 1432HE
3247-71	1945-6	WH 1432J
3272-3321	1951	GE 1224
3322-3346	1945	WH 1432HE

Notes on Subway Cars

All are steel subway cars, except 0548-0587 and 01100-01199, which are PCC's.

Cars scrapped: 906, 907, 911, 913, 926, 928, 930, 934, 935, 938, 940, 942, 943, 945, 947, 953, 955, 963, and 968.

Notes on Surface Passenger Cars

All MTA surface cars are PCC's with Clark B2 trucks, built by Pullman-Standard. There are 344 of them. All are MU except 3197-3221 and 3322-3346. All have Westinghouse-parallel accelerator control, except for Nos. 3097-3221, which have the General Electric electric floating type, and 3272-3221, General Electric MCM type.

Brakes on 3002-3146 are Westinghouse combination air, dynamic, and magnetic wheel tread.

Brakes on 3072-3096, 3140-3196, 3222-3246, and 3322-3346 are WH combined air, extended dynamic, and magnetic, with WH pinions mounted on drum brakes. Nos. 3247-3271, same brake on 24 cars, Clark pinion on one.

Brakes on 3197-3221 are WH combined air, extended dynamic, and magnetic, with motor mounted; electrical brakes operated by actuator.

3247-3271, WH combined air, extended dynamic, and magnetic brakes.

3002-3021 were converted from single-unit to MU, and brakes from tread to drum. 3010 was scrapped after an accident.

MTA equipped the following with fans: 3017, 3057-3066, 3072-3096, 3102-3111, 3142-3146, 3147-3196, and 3222-3271.

3197-3222 are all-electrical cars delivered with fans and standee windows.

3272-3321 are picture-window cars, delivered with fans.

3322-3246 are double-end cars bought from Dallas, where they were numbered 601-625.

Notes on Surface Service Cars

5055 and 5071 are ex-type-2 semi-convertibles. All in the 6100 and 6300 series are ex-center-entrance cars.

All snowplows were built by St. Louis Car Co., the first three in 1907, the rest in 1908. All were converted to service cars in 1927. Snowplows were numbered 5098, 5106, 5122, 5136, 5138, 5154, 5159, and 5164.

Rail-grinder 1294 was converted to a service car in 1904. The six sand and salt cars were converted to service cars in this consecutive order: 1927, 1945, 1935, 1945, 1936, 1935, and 1940. ●

Subway Automation

THE WORLD'S first fully-automatic train made a special run last Oct. 13th on the New York subway system. With no motorman, it was guided by an electronic dispatcher in a big steel cabinet at the 18th Ave. station of BMT Sea Beach line, using taped orders.

These orders were sent via a wayside signal box to a three-car train marked *Times Square*. A receiver coil on the lead car picked up the signal and carried it to the untenanted motorman's cab. The amplifier fed the orders to a decoder, a sort of electronic crew.

After a brief pause, the phantom conductor shut the doors. Then the non-existent motorman got the go-ahead and supplied the power. The magic train started, picked up speed to 30 mph.

The run, 2700 feet, about the same distance as the shuttle tracks between Times Square and Grand Central, took 90 seconds. As the trip was ending, the lead car passed over an insulated rail joint. The number of electronic impulses flowing into the amplifier changed, and the electronic motorman braked gently. The train stopped at New Utrecht Ave. station within 3 feet of the predetermined point. The amplifier gave a silent order. It opened doors, changed tail lights to headlights. The destination sign rolled, and now read *Grand Central*.

For a minute the ultra-modern train waited. Then the electronic dispatcher at that station issued orders. Doors closed; the train began its return trip.

"Trains have been run by remote control in various parts of the world," said Charles M. Patterson, chairman of New York City Transit Authority, "but this is the first time, so far as we know, one has run back and forth over a given stretch of track fully automated. It is certainly the first instance of city rapid transit by remote control."

Next April, we are told, the train will go into regular service on the 42nd Street shuttle, but first will be given a telephone system. A tape-recording will tell passengers when the doors are about to shut, and a visual sign with the same warning will flash on. All equipment is "fail-safe." If anything should develop while the train is moving, such as excessive speed, a compensating device will get it back to normal.

The Transit Authority worked a full year to perfect the signal equipment in cooperation with Westinghouse Air Brake Co., Union Switch & Signal Co., and General Railway Signal Co. Among the last-named company's employes engaged on this project is Sy Reich, technical editor of *Railroad Magazine*. Both Mr. Reich and Editor Freeman Hubbard were aboard the train during the demonstration run. ●

Factory Worker Now Full-Time Writer

"I now have 650 sales to my credit," writes Kelvin Wallace Coventry of Derby, N. Y. "Since I've been writing, I've also covered about 200,000 miles in running down stories—good way to see the country. I'm hitting plenty of national magazines, and assignments really keep me hopping. I've been full-time free-lancing five years now. All of which was just a dream when I was plugging along in a dead-end factory job."

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Sells One Story to *Post*, CBS, NBC-TV

"The Outer Limit" story sold first to *Post*, next to CBS radio, then to NBC-TV Its author writes: "After starting with Palmer I really learned what a short story is. My writing has improved; it's easier, too." *J. Graham Doar, Gearhart, Ore.*

Student Earns While Learning

"I started taking your course about six months ago, and during recent months I've sold six stories to leading science-fiction magazines."—*Charles E. Fritch, Utica, N.Y.*

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"Since beginning the Palmer course, my sales have totaled $2,645. The course has been most helpful in everything I've been able to do. I would like to commend my fine, sympathetic instructor."—*William J. Clancy, Prescott, Ariz.*

Sells to *Coronet, Reader's Digest*

"What can Palmer training give me? I asked myself six months ago. Answer: Now I've sold to *Coronet, Reader's Digest*, and others."—*Mrs. Catherine Benion, Milton, Pa.*

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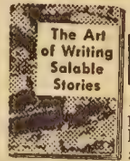

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THE FOOTBOARD YARDMASTER

A Fiction Story by E. S. DELLINGER

"You'll grow old on this job," she told Jack, "just shoving cars around the yard till they take you away in a pine box."

SIX NIGHTS a week, just as the bell in the Regensburg church tower was chiming eight, Jack Winters took charge of the six-wheeled Baldwin switcher in the Gentry Yard and began shunting cars into trains for Mikes and Consolidations to haul away to distant places. While he was working around the yard he could see the billowing smoke plumes of mainliners and hear, now and then, a hoarse whistle blast its call for a crossing.

Being foreman of a switching crew wasn't a bad job. With the right man, it *could* lead to a division superintendent's business car. But Jack Winters believed in taking life easy. Just another home guard who punched a time clock. Regensburg and the Gentry Yard were good enough for him.

Cascade Holloway, the peppery young waitress with a well-developed front and a neat little behind, tried to build a fire under him. Cassie slung hash at her mother's beanery. She had the bluest eyes you ever saw, a mop of honey-colored hair, and a voice that rippled with musical laughter.

"You," she derided, as Jack was sipping coffee and munching a whole-wheat doughnut, "are like the cows in a Carnation milk ad. Contented! You'll grow old on this job of footboard yardmaster, just shoving cars around, till they take you away in a pine box."

"Who cares?" the switchman flung back lightly. "You're doing pretty well with Hurricane Adams."

Two months before, a smart young boomer who called himself "Hurricane, that's me," had drifted into town and taken a switching job on the graveyard shift with Jack. Hurricane was a tall fellow, rather good-looking. His most conspicuous trait was the gift of gab. If he had been a lawyer instead of a railroad man he could have mowed down juries.

One night in the switch shanty Hurricane had revealed his formula for the best way to treat women. "Give 'em flattery," he said. "It never fails." For the past few weeks the boomer had been turning his charm loose on Cassie. The fact that the shapely little blonde "had an understanding" with Jack Winters didn't bother him at all.

It bothered Jack, though. He and the waitress were discussing things across the lunch counter.

"Why don't you get wise to yourself?" she asked. "Take a card from Hurricane. He is going places. He does exciting things. Why, he even stopped a runaway circus train on the Santa Fe! He told me about it—"

"Horsefeathers!" Jack cut in heatedly. "That guy is a big-mouthed liar. If he ever rode a circus train it was in a baboon's cage."

Cassie's lips parted in a slow smile. "Why, Jack Winters, I do believe you're jealous!"

The footboard yardmaster was furious. But before he could answer, Hurricane strode in. The boomer was wearing a fancy vest, a black sateen shirt, and a red polkadot tie. He slid his lantern carelessly along the floor. Then he flopped on a stool beside it and rapped on the oaken counter with a leather gauntlet.

"Okay, Greta Garbo," he said. "How about some blueberry pie and Java? Make it black."

Cassie tucked a blonde curl under her white cap and went to the coffee urn. Jack stalked out of the Railroad Cafe, heading for the yard office to line up the night's work.

THE SWITCHING job in Gentry was not heavy. Three engines worked during the day and one at night. The latter was in charge of Jack, who, as foreman and night yardmaster, handled the switch list.

"Lefty" Walker, a kid in his late teens, followed the goat, throwing switches and passing signals. Hurricane was field man. When they were dragging, he made distant couplings and released brakes. When they were cutting, he herded cars and set hand-brakes.

Although they were nominally on duty ten hours, the job was usually done in five or six, sometimes less. By the time Jack came with the switch lists, Lefty had brought the engine, and he and Hurricane were sprawled on a bench beside the switch shanty.

"Work's light tonight, fellows," Jack announced. "If we step on it, we'll be on the spot right after Thirteen runs."

On the spot is, of course, the railroaders' term for lunch or rest period, and Number 13 was the southbound *California Limited*, due in at 1:20.

"You bring the engine against the rip track and we'll drag to the main line," Jack instructed Lefty.

The rip track contained thirteen cars which had come in during the day for

minor repairs. Among them were a stock car with a drawbar out of the front end, a coal car whose dumps needed repairs, a flat with a broken wheel flange, and down at the extreme north end a Southern Pacific box which had been set out for a new pair of wheels.

Hurricane went over the tops, releasing brakes, while Jack remained on the ground, coupling the track. He noticed one old-style car when he tied into it. That car was equipped with a jack-knife lever, the kind which lifted the pin with a downward pressure of foot or hand. There weren't many of them in use any more, because they were not safe, and he knew it.

The car contained sulphuric acid in glass carboys and was consigned to a factory on the West Coast, but Jack didn't give it any particular thought. He had handled plenty of acid cars, and gasoline cars, and powder cars. Seldom a night passed but that his switch list contained one or more of them.

They dragged the rip track, and Jack started cutting. The first seven cars out were all for Number 46, the northbound manifest, due at 4:35 a.m. These he threw to the main stem. That's where he always made up the redball's connections when no trains were due, and there was nothing due tonight until Number 13, the *California Limited*, stormed in at 1:20. The yard lights shone brightly on the cars.

Jack gave them a little kick. He did not have to kick viciously at the south end of Gentry because there was an almost imperceptible downgrade toward the north. This slight grade was not enough to start a standing car, but enough to keep one rolling, sometimes for miles, down the main line. For this reason, there was an unwritten rule that a few brakes should be tied down on each cut of cars left standing. Not many, of course, just enough brakes to hold the cut.

Hurricane Adams knew the situation and the requirements. A cocky youth in his middle twenties, Hurricane had spent half a dozen years railroading on about ten yards from Canada to the Gulf. As a result of his experience, the boomer had ideas of his own. His motto was, "Never take two steps for a job you can do in one."

He decided to save a five-car walk when he came out to release brakes and clear the main. So instead of tieing down the two cars at the north, the lower end, he set brakes on the two at the south end. This left five cars hang-

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ing out there with no brakes set on them.

That was all right. No real danger existed. Presumably no one would go back there to pull a pin and turn them loose, even though there was slack in the cut so it could be done.

HURRICANE tied down his two brakes. Then he turned to other tracks where they were making up southbound traffic, two daily locals, and the branch-line mixed train to leave early in the morning.

The main track came in from San Francisco on a tangent and ran straight through Gentry, turning at the lower switch on a reverse curve to the northeast. The passing track, with two storage spurs making off from it, ran east of the main. Telegraph office and station were on the west, even with the middle of the passing track. Just north of the station, Cascade Street crossed the tracks, and two blocks west was the Railroad Cafe, home of the blonde waitress, who had been named after the street on which she was born.

Toward San Francisco electric block signals winked in the darkness. Toward Portland there were none. The home signal stood at the north switch, with a distant signal out on the long curve, a half mile or so to the northeast.

This distant signal, of course, never showed red, but when the home signal stopped an incoming train or when the track between was obstructed, the distant signal stood at caution.

As soon as their work was done, the yard crew made a practice of going to the Railroad Cafe for a midnight lunch, usually about the time Number 13 came in. Since Hurricane Adams had been on the job, he usually led the procession, not only because he was the one first relieved from duty but also because he liked to kid around with Cassie until the other boys came.

They switched the storage tracks and the industrial spurs to the south and returned to clear the main ahead of Number 13. Jack knew—and the others should have known—that they had thrown nine cars on the first seven, making a total of sixteen now on the main.

He brought in the cut from the industrials and instructed Hurricane to ride the hump into the passing track and stop clear of the Cascade Street crossing. He and Lefty rode the footboard down toward the telegraph office. On the way, Jack looked at his watch. It was 12:59. In twenty-one minutes Number 13, the *California Limited*, was due.

"I'll drop off and see if she's on time," he told Lefty. "You fellows couple the main and shove into the passing track. Then we'll go eat."

Jack entered the office. Hurricane and Lefty rode the footboard away to pick up the sixteen cars. While Lefty was coupling, Hurricane went back to release the brakes he had set on two-ahead-of-five.

Safe railroading, which in the beginning would have made him set brakes on the *last* cars instead of the *first* ones, would now have demanded that he walk to the rear and ride the final car out. He didn't do it.

When the couplings were made, he swung a fancy highball, released his brakes running up the main, dropped off at the crossing, and hurried away.

Jack had been into the office, had learned that Number 13 was about on time, and had come to stand on the platform. He watched the cars run by him. He knew when Hurricane left the cut and headed for the restaurant.

That made him see red, because he realized what the handsome boomer would be doing inside. Maybe that's why he didn't count the cars—*consciously* count them, at least—or see which one was trailing the cut.

INSTEAD of following Hurricane, he waited for Lefty and the engine crew. Then the four of them started walking west on Cascade Street together. When they were halfway to the cafe a sixth sense began telling Jack that something was wrong.

The yardmaster checked mentally through his night's work. He tried to remember whether or not they had left a car where it didn't belong or had lined a switch the wrong way. He could not recall a thing. He was walking with the engineer, but slowed down and dropped back to walk with Lefty.

"Did you count those cars you took off the main?" he queried.

"No, I didn't, Jack."

"Are you sure you got all of 'em?"

"I reckon so. Hurricane was back there. He made the last coupling and let the brakes off 'em."

They took another ten steps. The hunch kept nagging him. Jack persisted: "Did you check that semaphore to see if it clear when you lined the switch for the main?"

"No, I didn't look at it."

"You ought to," said the yardmaster. "Always look at that signal, kid, to see if it goes clear."

His watch showed 11:20. The *California Limited* was due here now but might be a few minutes off. Old Pat Burns would come tearing into Regensburg like a tornado, to make up those minutes.

Jack walked another half-block. The hunch kept getting stronger. He stopped, but the others went on. He looked to the south. In daytime, semaphore arms over the tracks would have answered his questions, but at night nothing was visible save the ocean of stars.

Suddenly he turned and hiked toward the tracks, slowly at first, then faster. When he reached the crossing he was running. He sprinted down the tracks toward the shimmering glow of Number 13's headlight, which now illuminated the right-of-way beyond the reverse curve.

He could see nothing nearer, not a thing between him and the light, but he took the ties three at a time, his heart hammering. The switch was a quarter-mile from the crossing. Unaccustomed to speed, the yardmaster used two minutes getting down there, two minutes of the five before the *Limited* would thunder into town.

THE HOME signal was clear. He stared blankly up at it. Clear signal, clear track. For an instant he forgot that the signal indicated to the south, not to the north.

He peered north, where the light, like a rising sun, was sweeping nearer on the reverse curve. Now he heard the whistle, four short sharp raps, as Old Pat Burns called the crossing less than two miles out. A moment more would come the station blast.

The headlight swung on the curve. Between Jack and it should be nothing but bald prairie. Nothing, yet for a split second an indefinable *something* cut off the light.

"What the devil!" he muttered.

Plainly silhouetted in the headlight's glow was a thing which *looked like* a house. But he knew no houses were out there. Instead, a boxcar was rushing down the main line halfway to the distant signal, squarely in the path of the *California Limited*! Old Pat couldn't see it because his headlight would not pick it up again until he was too close to do more than sound a warning.

Ordinarily, Jack was slow, but that

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night he reacted like streak lightning. He hit the middle of the track running —running toward the boxcar a thousand feet out and the speeding train four thousand feet farther!

As he ran, he remembered that last boxcar they had taken off the rip track. A jack-knife coupling lever, that was it! Through accident or curiosity, someone must have touched that lever and pulled the pin. When Hurricane coupled, the knuckle had opened and the car had started rolling. Right now it might be moving three miles an hour straight into the face of the *Limited*!

Urgency prodded his recollection. That outlaw car, he decided, was the one filled with sulphuric acid in glass carboys. He had seen hundreds of loads of it, five-gallon glass carboys ranged along the floor and cleated. Two thousand, three thousand gallons, maybe. Enough to eat up the train and everybody on it—unless he could get there first.

As he ran, he swung his little E. H. Moore lantern in the long, steady sweeps of the *washout*, to stop the train. He scarcely dared hope his signal would be seen, for a switchman's lantern is not flagging equipment. Against the lights of Gentry, its sweeping spark might be invisible.

Pat sounded the station blast, *wuaauh!* The *Limited* was two thousand feet from the car now. Jack was five hundred. His five hundred feet narrowed to three.

If the *Limited* should hit that acid car running forty miles an hour, a flood of acid would engulf him, would eat him up alive. But he kept on running. Old Pat's whistle was talking again. This time it was answering the caution board at the distant signal.

WHEN the whistle sound died, Jack heard the exhaust shut off. With the distant signal at caution, Old Pat would roll into town under a light throttle, expecting to find the home signal against him, prepared to stop at the switch. But before he could reach the switch . . .

Jack was still running, and his lantern was fairly screeching: *Stop! For God's sake, stop!*

Now he was even with the car. The *Limited* was slowing rapidly. Maybe Pat had the brakes in emergency. Maybe the train would stop before it could crash into the freight cars.

He went by the end of the outlaw car. The headlight picked it up, shone full upon it and shone into his eyes with a dazzling brilliance. It was a scant hundred feet away. The fireman came out of the cab window and down the engine steps, ready to join the birds, to leap for life.

Jack stumbled off the track and stood at the foot of the embankment. His face was white; his knees were wobbling. He scarcely knew when the train groaned by him, and when Pat called out a flag the whistle sound came from afar off.

Aware at last that there had been no wreck, he stumbled to the pilot. It was fifteen feet from the box car, and the headlight was shining full upon a square placard glaring red: "Acid! Handle With Care!"

To avoid delay, Jack coupled the engine into the acid car and had Pat shove it into the house track. He and the conductor, Charlie Orr, rode the cab up to the office and they talked about whether or not they'd cover it up. Jack had done many things for Pat and Charlie, little items like keeping his mouth shut and saving their jobs.

Charlie said: "I sure do hate to turn

this in, Winters. But we did make an emergency stop. You never know who's on a passenger train. We might be carrying some brass collar."

"Of course, we'll turn it in, Charlie," Jack said. "You write your report, and I'll wire in a full statement and accept responsibility for it."

Both Jack Winters and the conductor sent in reports, stating exactly what had happened.

Jack felt sure he'd be discharged. He worried about it. Sixteen years he had spent in the company's service as water-boy, crew caller, switchman, and now a footboard yardmaster at the age of twenty-six. It wouldn't be much fun to look for a new job. Well, that was what Cassie wanted, wasn't it? But before he could see the full-breasted blonde and tell her about it, he was called on the carpet.

SUPERINTENDENT MELVIN sat behind a desk in his private car. He listened quietly to Jack's statement accepting responsibility for the near-disaster and then sent for Hurricane Adams. His manner was curt and unsmiling.

"Adams," he began, "you were field man on that job, were you not?"

"Yes, sir," said the boomer.

"And you knew that you were expected to set brakes on those cars?"

"Yes, sir. I set plenty of brakes."

"If that were true," the super's cold gray eyes bored into him, "they could not have gotten loose." His voice rose. "Why didn't you set those brakes?"

The boomer squirmed and cleared his throat. For once the gift of gab had deserted him. "Well, you see, Mr. Melvin," he hedged, "nobody ever told me—"

"Told you, hell!" The official blew up. "You're an experienced railroad man. You knew that grade was out there. You knew you ought to set brakes on the lower end of that cut of cars instead of the upper end. But because it was a little farther, a little more work, you figured you'd save yourself the trouble and also save yourself a five-car walk when you came back down to let the brakes off."

Hurricane hemmed and hawed.

The super then asked: "Why didn't you walk back to the lower end of that string of cars and see whether they were all coming?"

"I did walk back."

"You didn't walk far enough."

There was silence in the private car. Up ahead, the Chinese cook was frying chicken, and the odors came back into the business compartment.

The brass collar continued: "Isn't it a fact that you hurried off the job without taking due precautions in order to see a girl at the Railroad Cafe?"

There was no answer.

"Pick up your time check at the office when you go out. You don't belong here any more. I'm sorry, Adams. That's all."

To Jack he said: "You can go back to work, Winters, but in the future see that your field men do their jobs, and don't try to cover up for them."

Jack left the car, slightly dazed. He still had a job, and no brownies. He could not understand it.

Evidently Cassie couldn't either. She refused to talk to Jack except strictly in the line of business at the Railroad Cafe. Her face was just as pretty as before and her well-rounded little body still had all the female curves in the right places, but her attitude toward Jack became as frigid as the iceberg that sank the Titanic.

A FEW DAYS after the investigation, the grizzled super drifted into the Railroad Cafe for a T-bone steak smothered with onions. He perched on a stool and ordered, just as he had done in the days when Cassie's father, now deceased, was a student switchman and he himself a footboard yardmaster.

Cassie brought the order. Then, her gorgeous blonde head held high, she started to walk away. The super smiled bleakly. He rapped on his cup and called for "Mustard instead of tomato sauce, please." While she was getting it, he asked: "You're Frank Holloway's girl, aren't you, Miss?"

She smiled uncertainly.

"Yes, sir."

The official was reminiscent. "You look a lot like Frank used to, as I remember."

Cassie didn't say she had been told that before. She stood by the counter in silence, picking at the ends of starched apron strings. Mr. Melvin swallowed a bite of steak and washed it down with coffee.

"I reckon you're kind of proud of the way Jack Winters acquitted himself the other night," he said.

Cassie held her tongue.

The official went on: "Ordinarily, I might have fired him, but seeing how things are with you two, I figured—"

Cassie flared up at that. "Well, you can stop figuring, Mr. Melvin. I have no use for home guards who blame other men to save their own jobs."

"Who's been blaming anybody, kid?" The super's eyes were thin slits, his smile frozen.

"Jack Winters, that's who," said the waitress. "Hurricane Adams told me about it."

She stood erect, with both hands on her hips and her lips parted. The super shoved back a platter containing two-thirds of an order of T-bone steak with onions, and leaned toward her in a confidential manner.

"It's not often, Miss Holloway," he said earnestly, "that a railroad official tells a woman why he fires one man and not another. If I hadn't been general yardmaster here the night your dad went under the cars, and hadn't kind of promised to watch over his little girl—"

The little girl listened. Her face was pale. Briefly the official went through the case. He explained exactly what had happened, and why.

He concluded: "I had to fire Adams because he was responsible for the affair. If he had done his job it would never have happened." There was a momentary pause. "And now I am going to tell you another secret, Miss Holloway. I have looked up Adams's record. He has been fired off six different railroads for just such stunts as he pulled here at Regensburg the other night—leaving his work carelessly done and trying to get by on good looks and a glib tongue. Well, I guess that's it. I am going to finish my dinner."

Cassie's bright blue eyes were shining. "Thank you, Mr. Melvin, for being so frank with me."

Retreating behind the counter, she polished its clean surface and watched the grizzled old superintendent finish eating. At length he shoved back his chair and walked out of the Railroad Cafe with a smiling "Good night!"

The waitress lifted a slender white hand in salute. Then she went into a back room. Quickly undressing, she washed and powdered herself, put on a freshly-starched uniform and a dab of perfume. She knew that Jack Winters liked the smell of perfume on a woman.

Late that night, when the footboard yardmaster came in with the rest of the Gentry crew for a midnight snack, Cassie served the food and then she walked around the counter to sit down on a stool beside him. ●

BOOKS of the RAILS

HUEY, THE ENGINEER, by Jesse Stuart, 50 pages, 585 de luxe copies, hand-printed and bound by James E. Beard, Box 16, St. Helena, Calif., $5 postpaid.

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A QUICK REVIEW OF THE EAST BROAD TOP, edited by Joseph A. Mannix III, 38 pages, 6x9", illustrated, published by C. Roy Wilburn, Operating Vice President, East Broad Top Railroad, Rockhill Furnace, Pa., $1.37 postpaid.

This is the story, mostly pictorial, of a narrow-gage line that ceased operation in 1956 but was revived a few months ago, operating by steam. Printed on thick paper and bound in modern loose-leaf style, the book shows an excellent EBT photo collection to the best advantage. Locomotive roster and map are included. Some 2000 copies have been sold already.

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CHESSIE'S ROAD, by Charles W. Turner, 286 pages, illustrated with photos and maps, indexed, Garrett & Massie, Inc., 1901 Roane St., Richmond, Va., $4.90.

Here is a detailed, accurate, and well illustrated history of the Chesapeake & Ohio, which began life in 1835 as the little Louisa Railroad, carried on through three major wars, and today is one of the best-managed roads in the world, with 5,122.4 miles of rail line plus 225 miles of Lake Michigan car-ferry routes.

The book is a rich source of information for those primarily interested in railroad economics. It is peppered with official names and financial facts. There is, for example, a half-page list of vice president and directors. Dr. Turner must have had the stockholders in mind when he wrote *Chessie's Road*. But few stockholders would wade through his 23 solid pages of footnotes set in small type! What the book really needs but doesn't have is a chapter on motive power. Even so, it relates some fascinating bits of history and we like it for that reason.

LOCOMOTIVE ADVERTISING IN AMERICA, 1850-1900, 32 pages, generously illustrated, Americana Review, 725 Donegan Ave., Scotia, N. Y., $1 postpaid.

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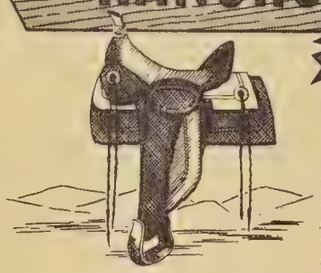

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Just a short drive from fabulous Las Vegas, Lake Mead and Boulder Dam. Lake Mohave Ranchos are also in close proximity to bustling and rapidly expanding Kingman, Arizona. Lake Mohave is fed by the Colorado River which offers the Southwest one of the finest resorts in the nation. It is 68 miles long and abounds in trout and bass. Lake Mead, Lake Mohave and Lake Havasu are all part of the Colorado River, and are separated by 3 large dams that supply the power for progress in the southwest.

WHAT ABOUT RECREATIONAL FACILITIES?

Fish are so abundant that fishing permits are in effect the whole year round. Lake Mohave is perfect for boating, swimming and all water sports. Game is everywhere. **All owners of Lake Mohave Ranchos are entitled to FREE membership in The Lake Mohave Ranch Club** which provides you and your family full privileges for horseback riding, hiking, rifle range, outdoor barbecues . . . and now completed, a spring-fed Swimming Pool.

WHAT ABOUT IMPROVEMENTS?

Lake Mohave Ranchos are a planned development. Each rancho has been fully engineered and subdivided with steel marking stakes and metal identification tabs. ROADS ARE COMPLETE TO EACH RANCHO. Here you can join your neighbors . . . already living, working and enjoying their ranchos. Homes are now being built, and power lines being extended. Inhabitants of Lake Mohave Ranchos are finding new freedom in this beautiful land of sunshine, exciting adventures and a new carefree existence amid the majestic splendor of the high desert.

WHAT ABOUT COST?

$10 down and $10 per month . . $395.00 full price, is all it costs you to obtain full title to a Lake Mohave Rancho. Value of these Ranchos are almost certain to skyrocket in the near future. Considering the low cost of Lake Mohave Ranchos NOW and its potential in the immediate future no wonder it's referred to as the land of **golden opportunity.**

AND REMEMBER EACH LAKE MOHAVE RANCHO OWNER IS ENTITLED TO **FREE MEMBERSHIP in the Lake Mohave Ranch Club**

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Please reserve.....Ranchos, (fill in number desired) for me; I enclose $10.00 for each. Rush contract, brochure and maps showing location of my property. My deposit will be returned to me promptly and without question if I notify you within 30 days.

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New Publications

Aug. '60 issue of Indiana Business Review carries an interesting article by Elmer G. Sultzer on "Railroad Abandonment in Indiana." This magazine is published monthly by the Bureau of Business Research, School of Business, Indiana University, Bloomington, Ind.

NRHS Bulletin, Vol. 25, No. 3, features "Going, Going, Gone," by Fred Merz, an illustrated piece on the Rome, Waterstown & Ogdensburg, and "Story of Rapid Transit: Boston," by Robert L. Abrams, also well illustrated. The editor is Alan G. Hunn, 5713 N. Camac St., Philadelphia 41, Pa.

An unusually fine assortment of clear photos printed on good paper illustrates Bulletin No. 2 of the Britsh Columbia Railway Historical Association, 587 McKenzie Ave., Victoria, B. C., Canada. This Bulletin tells the story of Nimpkish Valley Ry., a modern steam-powered logging road. Included are a roster, maps, and the many engine pictures. Price, $1 (international postal or express money order—no personal check).

Engineer's Handbook, Vest-Pocket Library, by W. A. Thomas, etc., 192 pages, 2⅝ x 5½ inches, indexed, contains detailed info. on mechanics, math, building, heat, hydraulics, electricity, many other subjects, with formulas, diagrams and tables. Available at 90c postpaid from Ottenheim: Publishers, 4805 Nelson Ave., Baltimore, Md.

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A NEW MOUNTAIN RAILWAY

by Ellis Lucia

OREGON has an exciting new mountain railroad. It's a section of the 30-inch-gage of the Portland Zoo Line which took 21 months to build. The new right-of-way connects the zoo with a park 1.4 miles away and gives you a half-hour train ride through the tall timber of a primitive forest.

Your train corkscrews over rugged terrain high above the city and up 3.5 and 4 percent grades. You cross canyons on high bridges and gaze down into dark ravines 300 feet deep. In places the track clings to a narrow ledge, expertly cribbed with railroad ties. You see wildlife in the big woods.

Rounding horseshoe curves, you can, by riding the rear end, wave at your hogger across the canyon. On weekends, when the weather is good, four trains at a time may be running, two on the mountain run and the others on the three-year-old "local" line through the menagerie and across the bear pits.

An 1870-style live steamer and a diesel, both radio-controlled, conquer the mountain grades. Once, when the diesel stalled in the woods, a second locomotive had to haul out a trainload of over 100 passengers. On another occasion the steam crew forgot to fuel up and they, too, had to be rescued.

The mountain line would have cost a lot more to build if employes of the five big roads serving Portland hadn't teamed up with local hobbyists to do the job. They were aided by industries, merchants, labor unions, school children, and others donating money, time, know-how, and equipment.

The 2-mile Portland Zoo Railway has 26 pieces of rolling stock. Besides the passenger trains, you can see a circus train, a fire train, a work train, two switch engines, and a Toonerville trolley. There are high trestles, a tunnel, stations, automatic signals and gates, a roundhouse, a yard, spurs, sidings, and safety devices. What more could you want?

Retired engineers from big roads run the small train. An ICC inspector is safety director. Jack Jones, the Northern Pacific Terminal Co. manager, is PZR president. Stewart Holbrook, a *Railroad Magazine* contributor, is chairman of the board while *Railroad's* editor, Freeman Hubbard, is one of the directors of the Portland Zoo Line.

Scenic views like this attract passengers to the narrow-gage Portland Zoo Railway. The expanded system, valued at over $500,000, boasts more than two miles of track, 26 pieces of rolling stock. Railroaders and hobbyists helped to build it.
Ellis Lucia, 1103 N. Jessup St., Portland 17, Ore.

PZR is unique. The world's largest zoo, in New York's Bronx section, and several smaller ones operate trackless trains. A few zoos such as those in Portland, Detroit, and Mexico City boast real midget railroads. But only Portland has mountain operation.

Incidentally, America's earliest zoo was located at Somers, N. Y., 50-odd miles north of New York City. There's a small but interesting Circus Museum at Somers, and the grave of America's first elephant, Old Bet. The grave is marked by a tall granite shaft topped with the gilded figure of an elephant. In 1927, the 100th anniversary of Old Bet's death, when Ringling-Barnum & Bailey was playing at Madison Square Garden in the big city, a circus elephant marched up to Somers to lay a wreath on her grave.

But you won't find a railroad at Somers. Nothing like the Portland Zoo Railway, where adults and youngsters stand in line an hour on good weekends to take the 30-minute ride. ●

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Says Parables in Bible Show Way To Get Rich

"Many rich and successful men and women," declares the author of a sensational 64-page book, "have no more brains or energy than average. They are usually driven to success. Frequently they are so helpless they can't quit even when they want to. Their money is made in spite of themselves."

The author gives a most astonishing formula for wealth and success based on long misunderstood parables in the Bible, a formula which he developed while making four fortunes—two for other people and two for himself. Even while the formula was still incomplete, he made and lost fortunes. Now the formula is complete, he declares success can be won again by the average person and made permanent.

The formula can be followed by rich or poor, in almost any job or business in any honest trade or profession. And it is so simple that the entire book can be read in three hours. Its title is "Get Rich in Spite of Yourself."

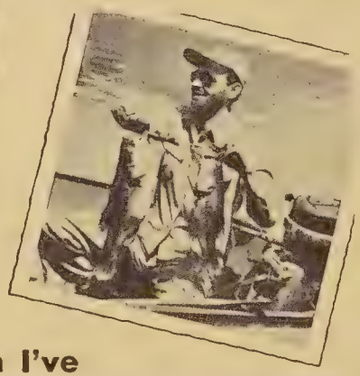
The book has proved a sensation. Thousands ordered by sales managers for their salesmen. A leading eastern publisher is offering a deluxe store edition. It has been published in England, and a translation has been published in Spain. A big newspaper syndicate wanted to run it serially in 60 newspapers. Many readers wonder why they did not discover the formula for themselves, it is so amazingly right, so plainly practical and workable.

The entire book, containing the complete formula, is offered for only one dollar. The publishers say "Read it for three hours, watch results for three weeks and if you are not delighted, return the book and get your money back." The publisher, Grafe and Grafe, 7172 Melrose Ave., Dept. 25, Los Angeles 46, California, will be pleased to send the 64-page book to any reader of this article—$1.00 cash with order, postage prepaid. Or it may be ordered C.O.D. but then the extra postal charges will be 51c.

A bonus 32-page booklet is offered without extra charge to every one ordering at this time. The title of this popular bonus book is "Hidden Secrets between the lines of the Parables." Order today and get both booklets for your dollar.

Bass Fishermen will Say I'm Crazy . . .

until they try my method!



But, after an honest trial, if you're at all like the other men to whom I've told my strange plan, you'll guard it with your last breath.

Don't jump at conclusions. I'm not a manufacturer of any fancy new lure. I have no reels or lines to sell. I'm a professional man and make a good living in my profession. But my all-absorbing hobby is fishing. And, quite by accident, I've discovered how to go to waters that most fishermen say are fished out and come in with a good catch of the biggest bass that you ever saw. The savage old bass that got so big, because they were "wise" to every ordinary way of fishing.

This METHOD is NOT spinning, trolling, casting, fly fishing, trot line fishing, set line fishing, hand line fishing, live bait fishing, jugging, netting, trapping, or seining. No live bait or prepared bait is used. You can carry all of the equipment you need in one hand.

The whole method can be learned in twenty minutes —twenty minutes of fascinating reading. All the extra equipment you need, you can buy locally at a cost of less than a dollar. Yet with it, you can come in after an hour or two of the greatest excitement of your life, with a stringer full. Not one or two miserable 12 or 14 inch over-sized keepers — but five or six real beauties with real poundage behind them. The kind that don't need a word of explanation of the professional skill of the man who caught them. Absolutely legal, too—in every state.

This amazing method was developed by a little group of professional fishermen. Though they were public guides, they rarely divulged their method to their patrons. They used it only when fishing for their own tables. It is possible that no man on your waters has ever **seen it, ever heard of it,** or ever **used it.** And when you have given it the first trial, you will be as closed-mouthed as a man who has suddenly discovered a gold mine. Because with this method you can fish within a hundred feet of the best fishermen in the county and pull in ferocious big ones while they come home empty handed. No special skill is required. The method is just as deadly in the hands of a novice as in the hands of an old timer. My method will be disclosed only to those men in each area who will give me their word of honor not to give the method to anyone else.

Send me your name. Let me tell you how you can try out this deadly method of bringing in big bass from your local waters. Let me tell you why I let you try out my unusual method for the whole fishing season without risking a penny of your money. Send your name for details of my money-back trial offer. There is no charge for this information, now or at any other time. Just your name is all I need. But I guarantee that the information I send you will make you a complete skeptic—until you decide to try my method! And then, your own catches will fill you with disbelief. Send your name, today. This will be fun.

Eric A. Fare, Highland Park 65, Ill.

Eric A. Fare, Highland Park 65, Illinois

Dear Mr. Fare: Send me complete information without any charge and without the slightest obligation. Tell me how I can learn your method of catching big bass from waters many say are "fished out," even when the old timers are reporting "No Luck."

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RAILROAD HOBBY CLUB

by SY REICH

OUR long roster in this issue includes all of the steam locomotives that American common carriers still owned, so far as we could find out, at the time we began compiling it a few months ago. But any such list is bound to become partly obsolete even before it is published. Many engines on our list will have been scrapped or given to various roads as 1960 ends.

Sy Reich

To get a better idea of the American steam situation you should also consider the small roads that are *not* common carriers. Public-spirited fans have been sending in data from time to time about steam on industrial lines. And don't forget the great multitude of retired steamers on permanent display. We listed them in Oct. '59; readers added to that list in subsequent issues.

Waning Steam Power

Last Oct. 15 the Reading doubleheaded its Iron Horse Ramble to West Milton, Pa., with two steamers, the 2100 and the 2124—the first time in the Reading's 127-year history that two locos of such great size pulled a passenger train!

Following is a list of steam locomotives still operating or stored, serviceable in Louisiana, according to W. T. Golson, P.O. Box 1791, Baton Rouge 6, La. "All of these engines," he tells us "may be visited and photographed. In some cases the owners let responsible railfans ride and even run them. I understand there are several others at Fisher, Tallulah, and Monroe, La."

Live Steam Operation

Franklinton, La.: Greene Bros. Sand & Gravel, ex-SP No. 842 working with ex-GCC No. 72, 4-6-0, on stand-by. The 842 is an 0-6-0 oilburner. Stored are Nos. 124, 2-8-2, ex-Miss. Central; 210, 0-6-0 switcher, and 60, ex-GM&O, 0-6-0.

Lacombe, La.: Greene Bros. plant works ex-SP No. 124, 0-6-0, daily.

Enon, La.: Vulcan saddle-tanker No. 2, 0-4-0T, stored in favor of gas Brookvile.

Enon, La.: Wilis Short Line RR still uses No. 200, 2-6-0, for switching.

Fluker, La.: Black Sand & Gravel Co. works a 0-6-0, ex-IC No. 333.

Elizabeth, La.: Calcasieu Paper Co. works Nos. 5, 2-6-2, and 107, 2-6-2, daily.

Baywood, La.: Former La. Eastern locos in use by Jahncke Gravel Company's Feliciana Eastern RR., Nos. 2047, 2-8-2, and 2089 and 2095, both 4-6-2's.

Two privately-owned 3-foot-gagers operate in Ponchatoula. Witbeck's 1911 Davenport 2-4-4T at Tickfaw and Butler's 99, 0-4-4T, and saddle-tanker Vulcan 0-4-0.

Stored but Serviceable

Woodworth, La.: No. 5015 Porter, ex-CofE, USA O-600T, and Tremont & Gulf No. 15, Baldwin 4-6-0 in gravel-pit storage. Here also at Midstate Materials plant are ex-Rapids Gravel balloon-stacker No. 69, 2-6-2, and La Midland No. 509, 4-6-0.

Jackson, La.: No. 507 Baldwin 2-6-0 on South Shore RR. of Holloway Gravel group.

Longleaf, La.: Crowell Lumber has stored No. 400, 4-6-0, and ex-Red River & Gulf No. 106, 4-6-0, plus an old Baldwin balloon-stacker, No. 202, 2-6-0, built in 1913, partly stripped.

Displayed Locomotives

New Iberia, La.: Suttons Salvage, completely restored Porter 3-ft.-gage No. 3, 0-4-4T.

Lafayette, La.: Suttons 1877, Porter, 0-4-4T, cane-plantation loco.

Reserve, La.: Godchaux Sugar' 1898, Baldwin No. 3, 2-4-4T, at plant gate.

Opelousas, La.: 30-inch-gage cane loco, Davenport, No. 709, "Mary Jane," 0-4-4T, displayed on Court House lawn. Built in 1867.

Ponchatoula, La.: La. Cypress Lbr. Co. No. 3, Porter, 2-8-0, on display, Nos. 1 and 2 are stored in yard, saved recently from torch. All are standard-gage.

Shiloh, La. (Amite): Louisiana Eastern shortline operates 33 steamers from Baldwin, 4-4-0's to 2-8-2's and 4-6-2's, in 100% live-steam gravel and same operations.

Nickel Plate train dispatcher Roy McCormack is spearheading a drive to establish an operating narrow-gage railway museum near Conneaut, Ohio. To finance the project, the Narrow Gauge Railroad Club of Ohio offers founder's memberships at $1 each and is accepting larger donations through the Conneaut Banking and Trust Company.

Two new publications are available from the Canadian Railroad Historical Association, Box 22, Station B, Montreal, Canada. One, *Delorimier and Angus,* is a history of Canadian Pacific locomotive building that includes a list of all CPR-built locomotives, 33 official diagrams, and 20 photographs. The other is a calendar for the period from June, 1960 through May, 1961, which features 12 dramatic photos of steam and trolleys. The book costs $2, the calendar $1.75. Both $3.50.

Issue 32 of the *Dispatcher* contains an article on locomotives and cars of the San Diego & Arizona Eastern. This 12 page feature includes photos, rosters, etc. Eric Sanders, 7861 Normal Ave., La Mesa, Calif., sells it for 25c.

E.J. Quinby, riding the old steamboat *Delta Queen* one day last fall was thrilled to see a real steam locomotive speeding along the east bank of the Mississippi River northward from Winona, Minn. The loco was the Burlington's 5632, built in 1940, wheeling the third annual Fall Color Steam Special sponsored by the Minnesota Railfans.

New York Central has sold several of its Hudson and Niagara type steam engines to Bethleham (Pa.) Steel Co., reports Savas Stavropoulos.

Chesapeake & Ohio has just donated No. 2776, Class K-4, a Kanawha type (2-8-4) steam locomotive, to Washington Court House, Ohio where she now stands in Community Park. This engine, the tenth one given away by C&O since 1955, was built by Alco in 1947. Donation No. 9 was Berkshire type No. 1223, given to Michigan State Farm Commission at Detroit.

Another recent presentation was Canadian National's gift of the 6213 to the City of Toronto. Details appear in a photographic supplement of the upper Canada Railway Society *Newsletter,* Box 122, Terminal A, Toronto Canada, edited by Robert J. Sandusky.

An excellent all-time roster of Canadian Pacific locomotives up to 1951, illustrated, is *Bulletin* 83 of the Railway & Locomotive Historical Society; Baker Library, Harvard Business School, Boston, Mass. Copies are still available at $2 each.

The last Camelback in active service in U.S. is No. 4, a 50-ton switcher operating at the Colorado Fuel & Iron Corporation's E. & G. Brooke plant at Birdsboro, Pa. This 57-year-old steam engine sounded her shrill whistle Sept. 24 to greet the Reading's 2124 with a trainload of about 1,100 Iron Horse Ramblers. It was the fourth time the Camelback and the 2124 exchanged salutes. No. 4 was built by Baldwin for the Philadelphia & Reading in 1903, sold to present owner in '46.

As we go to press, we hear a report that the Canadian Pacific will be operating a dozen steam locos out of Montreal and along the St. Lawrence River this winter to handle additional traffic resulting from the freeze-over of the river. Canadian National, we are told, has so many diesels that it will not use steam.

The well-kept El Paso & Southwestern No. 1, displayed behind the Southern Pacific Building in El Paso Texas, for 51 years, has just been moved to a spacious green lawn beside the El Paso Centennial Museum, where she will continue to get perpetual care.

Built in 1857, this eight-wheeler became the Arizona & Southwestern's first engine in '89. Later the A&SW was taken over by the Southwestern of Arizona, which renamed itself the El Paso & Southwestern, now part of the SP. The old one-spot was retired in 1903.

When their regular use of steam locomotives ended in 1960, Grand Trunk Western officials received letters from all over the country urging that one or more of the old engines be kept in operating condtion for fan trips. As

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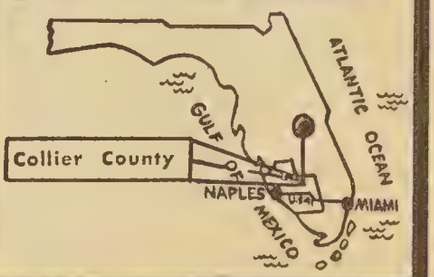

Here's a special opportunity offered to every Reader of RAILROAD MAGAZINE! In a section of the State of Florida where development is bound to come! Dade County has expanded so rapidly in the past 10 years, the population as estimated by the Miami-Dade Chamber of Commerce, by 1975, will be 2,320,000 in Dade County alone. We offer you this opportunity to invest in property which, in our sincere opinion, can bring you BIG PROFITS! This land is undeveloped, with no roads, and sold as speculative virgin acreage. But it enjoys higher elevation than Miami Beach, though wet in places, and many other famous South Florida areas; and has just become available to the limited income buyer in small tracts, having been held by one family for more than 30 years. Think of it! You can buy 5 acres for only $695. 217,800 square feet in each 5 acres, AT A COST OF LESS THAN

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Chicago (SPECIAL)—Medical research proves that folks over 50 are benefitted most by *a different balance* and *different quantities* of vitamins and minerals than by standard supplements for younger people. A new and special formula, called Over-Fifty Capsulets, has been compounded specifically for folks over 50 and is now available to the public. Each high potency Over-Fifty Capsulet contains 28 ingredients—8 VITAMINS (including Blood-Building B 12) — 12 MINERALS, Choline, Inositol, Methionine and other nutritional elements.

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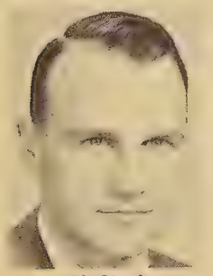
This *free offer* is definitely limited. To avoid disappointment act today. This free trial supply not available to those who have accepted it before and to only one member per family. Enclose 10c to help cover postage and handling. Write: Dept. 17, Geriatric Pharmaceuticals Inc., 179 N. Michigan Ave., Chicago 1, Ill.

a result, the Michigan Railroad Club's annual fall trip Sept. 25 was powered by a Northern type steam engine.

Want to buy an 0-4-0 live-steamer, 4¾" gage? She is No. 54 of the Pinecrest Great Pond & Western. Built 1954, scale 1", cylinders 1.5x1.6, BP 110, TF 1500, total weight with tender 250, overall length of engine and tender 4'9". With her goes cars and 800 feet of track. Total cost was $2,500, according to W. Tom Ward, who is offering the entire setup for $1,000. No. 54 is in good condition. If you wish to see her operating contact Mr. Ward at Pinecrest Dunes. Peconic, N. Y.



Al Staufer

Some of the finest locomotive drawings we have ever seen are four made by Alvin F. Staufer, Box 57, LeRoy, O. These are NYC Hudson type No. 5344, NYC&HR No. 999, SP No. 4450, and Pennsy No. 6704. These halftones show accurate details. Each is reproduced on thick pebbled paper, size 34x14, suitable for framing or Christmas gifts, and sells at $1.50 postpaid.

Al is a high school art teacher and railroad hobbyist. He is gathering material for a book on New York Central steam power and welcomes the cooperation of experts in that field. He seeks good action shots of NYC engines prior to 1900, also pix of signal towers, signal bridges, other installations.

"I have some additional steam locomotives," writes Bob Lehmuth, 3045 Edmonds Rd., Lafayette Hill, Pa. "Three are at Sheridan, Pa. No. 1 (0-4-OT) is stored for scrap, No. 10 (0-6-OT) is stored serviceable, and No. 3 (0-6-OT) is operating 6 days a week. At the Philadelphia Naval Base Nos. 3 (0-4-OT) and 8 (0-6-OST) are stored; and at Hollidaysburg, Pa., and 0-6-OT is working 6 days a week.

"Reading No. 2100, Class T-1 (4-8-4) has been repainted and fixed up for use on fantrips in case No. 2124 breaks down. Nine other T-1's are stored at Reading, Pa., with rods on and in good shape, all outside, accessible to photography. The 1251 is still busy 6 days a week; her future looks good."

Random Notes

Presenting Grahame Hardy in April, we will run a series of brief but frank personality pieces on "Interesting Railfans," one in each issue. Number 2 will be Al Kalmbach. Readers are invited to send us the names of other talked-about hobbyists they'd like to see analyzed.

Anyone want to buy an old SP link coupler for $7.50 plus shipping cost from Ted Hart, 715 S Street, Vancouver, Washington? It weighs 161 pounds. This type was outlawed in '98.

A 1961 calendar, 11x17", featuring 14 black and white action shots of steam and electric railroading (no diesels) is available at $1.25 postpaid from the Mt. Ribidoux Chapter of Pacific Railroad Society, Inc., 180 J Street, San Bernardino, Calif., Gift cards, suitably inscribed, included free on request.

Who is the girl in the red dress that adds a bright gob of color to our front cover this month? Jack Emerick doesn't know. We'd like to publish her portrait plus a few words about her.

If you want to buy a Forney steam-type gas-driven 2-4-4 locomotive and cars, all 7¼" gage, or a 12"-gage steam coalburner, write P. Laughlin, Blanding Rd., Rehoboth, Mass., who will send photos and details for $1 (refundable).

Our next issue will review *Climax, an Unusual Steam Locomotive*, by Thomas T. Taber III, the first comprehensive story of the Climax plus a detailed roster. It is printed on quality paper, clothbound, 104 pages, illustrated with many photos, drawings, and a splendid frontpiece in color. If you can't wait for our review, you can buy a copy of this new book now for $6 postpaid from Thomas T. Taber, 43 Hillcrest Road, Madison, N.J.

Strasburg RR. has freight and passenger service the year round except Dec. 25 and Jan. 1, and handles about 200 carloads of freight a year, operating with a volunteer crew, no employes. "This is hard to explain to the RR. Retirement Board," says Don Hallock, gen. manager, Box 70, Strasburg, Pa.

"Sunday crowds more than jam us to capacity—our two 4-wheel cabooses help with the overload—but we are getting 3 more open-platform coaches.

"The Louisiana Eastern is sending us No. 98, a 4-4-0 built by Alco in 1909, for use next summer. She recently had a boiler job done to pass ICC inspection. We're building a new engine house and shops and reballasting our entire 4½-mile line with stone."

Who has two old kerosine coach ceiling lamps to sell to George McKinley, Box 468, Glasgow, Kentucky? Kerosine hand laterns are wanted by Wayland Brown, 1109 Park Blvd., Rome, Georgia.

Original paintings in full color that were used on 27 *Railroad Magazine* covers, all of them suitable for framing, may be bought at $25 apiece from the

artist, Herb Mott, 871 Circle Ave., Franklin Lakes, N. J. There is only one of each subject. First come, first served.

The subjects are: Pennsy; trolley car; Shay; Sacramento Northern; Milwaukee Road; Delaware & Hudson steam; Vandalia race scene; GM&O diesel; Virginian; Live Oak, Perry & Gulf (steam); Duluth, Missabe & Northern steam; SP in Nevada; SP steam; Monon steam; Canadian Pacific diesel; Rayonier Shay; SP cab-in-front; Great Northern electric, another Shay; Southern steam and diesel; Wabash steam; Rock Island diesel; L&N diesel; Chicago Outer Belt; interurban electric railway, Frisco diesel, and two entirely different pictures of DM&IR steam, one of them shown on our Dec. x '60 cover.

Each original painting measures 17x 19 inches, except for these four, 13x 15": the first of the Shays, LOP&G steam, the SP in Nevada, and the first DM&IR steam. The price does not include a frame.

For 10c (coin) you can get a good map of Pennsylvania showing all railroad lines. Address Bureau of Publications, Division of Documents, Commonwealth of Pennsylvania, 10th and Market streets, Harrisburg, Pa.

Miniature Railroad Club is holding annual show, open free to the public on four week-ends Nov. 22 thru Dec. 18, at 381 Wheatfield St., York, Pa. Saturdays 7-9 p.m. and Sundays 2-9:30 p.m. Complete 4x8' HO layout, HO train set, and HO loco will be awarded.

A big attraction on recent railfan trip to the Circus World Museum at Baraboo, Wis., was trained elephant Babe, shown with Freeman Hubbard.

Jan Donovan, Minneapolis, Minn.

An 8-page brochure entitled "GM Diesel Generator Sets for Standby and Continuous Off-the Line Power," Form 8SA68, technical data illustrated in color, may be obtained free by writing to General Motors, Adv. Dept., Detroit Diesel Engine Division, Detroit 28, Mich.

Playing cards featuring Dashin' Dam the typical LIRR commuter may be bought from the Long Island's Public Relations Department, Room 310, Jamaica, N.Y., Station: poker and pinochle decks 85c, double decks for bridge $1.60.

Colorful 12-page booklet describing operations of Rock Island Motor Transit Co. is available free from W. B. Robison, Traffic Mgr., Rock Island Motor Transit Co., 402 Plymouth Bldg., Des Moines 9, Iowa.

Possibly for the first time in history, a railfan club sponsored a trip to a circus setup. The NRHS, Wisconsin Chapter, recently rode the C&NW to Baraboo, Wis., to visit the 16-acre Circus World Museum on the old Ringling lot.

Exhibits there include a 5-car circus train on 500 feet of standard-gage track with ramps, crossover plates, etc. Also a menagerie of live wild animals, life-size replicas of Barnum freaks, colorful posters, an animated miniature circus, other circusiana. Freeman Hubbard, editor of Railroad Magazine, was among the visitors and fraternized with a huge elephant named Babe from the Paul Kelley Wild Animal Farm, Rte. 3, Peru, Indiana.

Inasmuch as the railroad and the circus were closely linked for over 100 years and the biggest show of all still rides the rails, we think many other railfans would enjoy visiting the nonprofit Baraboo museum. ●

THE SWITCH LIST

ALL ENTRIES are printed free, in good faith but without guarantee. Keep within 28 words, including name and address. Use our common abbreviations such as incl. (including), esp. (especially), tts. (timetables), emp. tts. (employes' timetables), and SAS (send 4c stamped envelope for list or information).

If you want pen pals, state your age and interests, so they will know what to write about.

Every entry we get will appear in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed immediately.

Address Sy Reich, Railroad Magazine, 205 East 42nd Street, New York 17, N. Y.

LEROY BLOMMAERT, 9031 Knox, Skokie, Ill., will buy or trade Evanston Ry. token for CNS&M pre '26 tt. in good cond.

ED BOND, 207 Hoosick St., Troy, N. Y., sells 2'-gage plans, pix. List 10c. Wants pix, data on Catskill Mt. n.g.

FELIX BRUNOT, 645 E. 54 St., Hialeah, Fla., sells assorted size pix U. S., Canadian rrs. List, sample, free.

W. F. BURKE, 252 Clendenny Ave., Jersey City, N. J., wants LV, CNJ, steam pix, scale drawings, maps, data.

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CHAS. BYCROFT, 2611 Glendale Blvd., Los Angeles, Calif., sells 3½x5 and p.c. size pix trolleys, interurbans. (SAS)

DAVE CHAMBERLAIN, 245 Madison Ave., Memphis, Tenn., buys GM&O, NC&SL, IC steam pix, action pix GM&O original Rebel.

TOM CHMURA, 1745 W. 19 St., Chicago, Ill., sells rail book-ends.

CHAS. DAHL, 503 Howard Shore Dr., Fox Lake, Wis., will trade book "Off the Old and On With the New" for 35mm steam slides, all rrs. (SAS)

SHERMAN DANCE, 36 Jackson Ave., Haworth, N. J., sells 35mm Kodachrome duplicate slides steam, diesel, elec.; 24-page printed list 25c.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys and sells back issues Railroad Magazine, rr. books, other railroadiana. Big list free.

GLENN DAVIS, Rte. 3, Newark, O., trades any size pix, negs. of most trunk lines. No list. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

PEYTON DIXON, 200 Yeardly Ave., Lynchburg, Va., trades for N&W steam pix. Sells various size steam, elec., diesel, trolley pix.

LARRY EASTWOOD, Box 182, Bryn Athyn, Pa., wants Reading tts., emp. tts., emp. mags., PRSL tts.

DANNY FAIR, 403 Grandview, Chillicothe, Missouri, buys any size CB&Q, CMSP&P steam negs., plans, all-time rosters. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

L. P. GILLUM, 519 Claremont Ave., W. Chicago, Ill., will sell bound B of LE Journal 1870, Equip. Registers '29, '36, other railroadiana.

BILL GORDON, 811 Garson Ave., Rochester, N. Y., sells trolley transfers, B&O passes, Roch. & E. trolley books.

W. A. GRIMM, 204 Gregory Ave., West Orange, N. J., will trade 5 chime whistle, M-1 no. plate, telegraph key, sounder, and lanterns for one K-4 keystone no. plate.

GRAHAME HARDY, Box 622, Carson City, Nev., buys and sells old issues Railroad Magazine, other mags., books, much railroadiana. Catalog free.

H. C. HARTZELL, 130 S. Prospect Ave., Clarendon Hills, Ill., sells size 620 negs. CB&Q, Pennsy, RDG, B&O, N&W, MP, IC steam, diesel, elec.

S. L. HAYWORTH, Box 492, Belle Glade, Fla., wants 35mm diesel color slides VGN, NKP, Erie, M&SL, SP&S, GN, DSS&A.

JIM HEROLD, 294 Forest Dr., Union, N. J., wants LV slides, all size pix, tts., emp.tts., English pen pal.

S. E. HERRING, 908 Rush Ave., Bellefontaine, O., wants C&LE rule book, action and station scenes D&H at Rousses Pt., MKT at Muskogee, TA&W.

DICK HOISINGTON, 6 Park Ave., Derry, N. H., wants dimens., pix, any size negs. B&M milk cars with Fox or arch bar trucks. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

BILL HOOPER, Box 157, Reston, Man., Canada, buys recent emp. tts. US, Canadian rrs.

TEX HUDSON, 3106 Marlinda, Baldwin Park, Calif., will trade book "Principles of Railway Transportation" by Jones for back issues of Railroad Magazine showing Southwestern rrs.

TOM HYCHAELS, 58 W. Maple Ave., Morrisville, Pa., wants books "Railroads of Hour" and "Giants of Rail."

GREG JACKSON, 1320 E. Delmar, Springfield, Missouri, sells railroadiana, records, movies, slides, arm patches, etc. List 10c.

TOBY JENSEN, 1459 Blackfield Dr., Santa Clara, Calif., trades recent SP tr. orders for other rr. tr. orders. (SAS)

AL JERN, 1208 W. Main St., Urbana, Ill., wants rr. marker lamps, any road, fair cond.

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells size 116, larger pix steam, elec. pix, Lima bldr. photos, all size steam, elec. negs. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y., buys and sells back issues Railroad Magazine, Trains, model mags., other rr. mags. Has large stock on hand; can meet almost any need. (SAS)

RICK JOWERS, 3967 Arden Way NE, Atlanta, Ga., sells, trades size 616, 120 negs. shortlines, industrial steam, diesel. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

RANDOPH KEAN, 614 G St., SE, Washington, D. C., wants pix, info. on cars, right-of-way of York Rys., Hanover McSherrystown RR., Gettysburg Ry.

ROY KELKER, Box 754, Ft. Collins, Colo., will sell pre-1900 Off. Guides, D&RG tts., CERA Ohio Bulletin, elec. ry. material. (SAS)

KEN KERR, Edgewater Ct., Dunedin, Fla., buys destination roll signs of Southern, Eastern trolleys, 35mm color slides of steam, Southeastern rr. scenes.

WM. KOENIG, 1004 W. 8 St., Erie, Pa., wants color slides 600-hp. Alco road switchers, all rrs.

CLAYTON KOPPES, Box 178, N. Newton, Kan., wants good 5x7 color pix Silverton train, action and still. Also wants rr. books.

H. M. LOBB, 3303 W. 38 St., Erie, Pa., will sell Railroad Magazine '46-'49, '52, '53. Make offer.

DON MATHER, 227 W. Sinclair, Wabash, Ind., wants size 616, p.c. pix NKP steam, esp. ex-W&LE locos.

LARRY McDONALD, 5311 Paseo, Kansas City, Missouri, buys emp. tts., special instructions, frt. tts. Union Pacific.

R. McGAUGHEY, 8 Randy Rd., Framingham, Mass., sells tts., emp. tts., maps, pix, tokens, rr. bks. List for 8c stamps.

BILL McLIN, Box 6036, Mid City, Washington, D. C., sells tickets of original Maine 2' gage, other NE rrs. (SAS)

RAY McMURDO, 755 Main St., Waltham, Mass., sells 35mm slides trains, trolleys, CERA Trolley Sparks, black and white trolley negs. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

AL MILLER, 1836 Gardena Ave., Glendale, Calif., sells 35mm original color slides SP, UP, AT&SF diesels. (SAS)

H. G. NELSON, 1717 W. Gilbert Ave., Peoria, Ill., will sell Ry. Age Statistical Annual '30-'32, certain back issues of Baldwin Locomotives. (SAS)

SCOTT NIXON, SFC Building, Augusta, Ga. trades, buys rr. playing cards, cacheted envs. commemorating various rr. events.

MERLIN OLIVE, 1016 W. 3 St., Willmer, Minn., wants any size steam pix NYC, DW&P, M&L, CGW, DSSA, GM&O, TH&B, WM, AA, MONON, EJ&E.

HAROLD OLSEN, 921 Essex Ave., Linden, N. J., buys size 116 or larger pix LA Ry., LATL trolleys, esp. 8x10 company pix.

STEVE OSIPOWICH, 217 Main St., Claremont, N. H., sells pix B&M, CV steam, diesels. (SAS)

DAVE POND, 85 California Dr., Rochester, N. Y., sells and trades negs., color negs. Sells pix size 3x5, 4x5, 5x7, 8x10. (SAS). (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

J. F. QUINN (CTA motorman), 4425 Irving Park Rd., Chicago, Ill., wants any size pix CRT, CA&E, CSS&SB, CNS&M.

ARNOLD IRVINE REID, Defensa 665, 5-F, Buenos Aires (R 46), Argentina, sells 35mm color slides South American steam, diesels, elecs. and trolleys. Write for list.

FELIX REIFSCHNEIDER, Fairton, N. J., sells picture postcards of trolleys, steam trains. (SAS)

BILL ROEMER, 500 Kingsland Ave., Lyndhurst, N. J., sells cloth rr. emblems. Sample, list 25c.

JIM RONAN, RFD 1, Box 1-C, Nunica, Mich., sells back issues Railroad Magazine, Trains, good cond., motorman's cap badge, tokens, interurban communication bell. List 10c.

GERALD RICH, 3834 W. 105 St., Chicago, Ill., buys and trades switch keys. Wants pix IHB steam.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells rr. negs. cars, locos, stations. (What size, AI?) List of tts., railroadiana 20c. (Ed note: Fans sending negs. by unregistered mail do so at own risk.)

ALLAN SHERRY, 5445 Netherland Ave., Riverdale, N. Y., wants steam negs., all Class I rds., U.S., Canada, 2¼ x 3¼ or 2¼ x 2¼.

FRED STECK, R 1, Reese, Mich., will sell Railroad Magazine '46-date, Trains '51 to date, Off. Guide.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., buys steam loco pix. (Which roads, AI?)

TED TAETSCH, 14218 Garfield Ave., Lakewood, O., sells 3x5 trolley subway pix. List free.

BOB VOGEL, 7407 Baltimore Ave., Takoma Park, Md., sells classic early rr. books: Fourney, Colley, Bourne, etc.; also pix British locos. (SAS)

BOB WALLICH, 310 Ottawa St., Forest Hts., Md., wants pix Sandy River Line, Godchalk Sugar, EBT, Argent Lumber, Hobart Estate n.g. roads.

KEN SCOTT, 6205 Monadnock Way, Oakland, Calif., sells various size steam, diesel pix, 17 roads; big list 5c.

HAROLD CONKLIN, 6328 MacArthur Blvd., Oakland 5, Calif., sells 5 diff. postcards San Francisco cable-cars 35c, or 7c ea.

JACK GARCIA, 1227 N. Formosa Ave., Los Angeles, Calif., sells LAMTA color pix 3x5, also Perris Museum b&w 4x5; list 5c.

G. B. JACK III, 22633 Valerio St., Canoga Park, Calif., wants pen pals in Cuba, Asia, S. America; interested tts., emp. tts., rr. maps.

AVERY von BLON, Jr., Box 5422, BU Station, Waco, Texas, wants to contact Lon Emery, once SP switchman in San Antonio, later yardmaster, Los Angeles area.

JOE QUINN, P.O. Box 1044, Tillson, Ulster County, N. Y., sells original sizes 116 and pc steam negs. and photos, many rds. Buys negs., all rds., any

size. (SAS) (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

A. ALLAN, 2223 24th St., SW, Calgary Alta., Canada, sells pix CPR 2-10-4 exhibit SL loco 5934, size 3½x5, 25c, or 5x7, 50c.

JOE McMAHON, 15 Adrian Ave., New York 63, N. Y., sells Eastern tts., emp. tts., elec. ry. items, 150 misc. pix 3x4, old issues Trains. (SAS)

J. M. JONES, 15 Lexington Dr., Beverly, Mass., selling private collection NE rr. emp. tts., 1920-'60; also Railroad Magazine, '34-'59; misc. rr. books. (SAS)

STAN LONGWILL, 93 W. Ashland St., Doylestown, Pa., selling many back issues Railroad Magagine, Trains. (SAS)

GEO. HARRIS, 824 Moncton Ave., East Kildonan, Winnipeg, Canada, disposing of 2000 size 616 negs., wide variety, mostly steam, US, Canada, some good trolleys. List. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

RUSS KAUFMANN, 77 Toledo Way, San Francisco 23, Calif., sells air hoses, spikes, other rr. equipment. (SAS)

E. L. MOORE, 525 Oakland Ave., Charlotte, N.C., selling Railroad Magazine, 1939-'55, 50c ea., $5 dozen, postpaid. Also sells rr. books. (SAS)

E. P. BAUMGARDNER, 26 West End Ave., Oneonta, N. Y., sells exact replicas Albany & Sus. emp. tt. No. 9, Aug. 28, 1865, $1.25 postpaid.

JOHN SCOTT, 3399 Reed Way, Concord, Calif., sells steam whistles, headlights, bells, marker lamps; also buys, trades. List 25c. State wants.

J. M. PEARSALL, 10 Maiden St., Lynbrook, N. Y., will sell 8 issues Railroad Magazine, good cond., Oct., Dec. '39; Feb. '41; May, Dec. '42; Jan., Mar., June '46, all $4.

TOM MULLAHEY, 933 E. Center St., Mahanoy City, Pa., offers P&R train ord., 1885, and 5 P&R tickets, '88, for top bid.

B. F. ROBERTS, RFD 7, Box 328, Spartanburg, S. C., will sell or swap for photo eqpmt.: pre-1928 Sou. pass. eqpmt. plans, side, floor eleva., incl. 1910 gas-elec. chair car, obs., cafe. (SAS)

PETER CARY, Pardee Hall, 10904 Euclid Ave., Box 635, Cleveland, O., wants quality diesel negs. B&O, Erie, Vgn., DL&W. (Ed. note: Fans sending negs. by unregistered mail do so at own risk.)

W. BROSCHART, 39-B Bulger Ave., New Milford, N. J., sells steamship negs., tts.; bus, rr. tts.; pix rrs., trolleys, ferries. Wants trolley-coach negs., pix.

J. F. SMITH, 17638 Roosevelt St., Homewood, Ill., selling private collections: 340 steam bldr. pix, 615 dry-mounted bound 5x7 steam, oldest 1889. No list.

FRANK NOVAK, 25451 Drakefield St., Euclid 32, O., buys, trades 35mm slides, steam, trolleys. No list; state wants. Will sell 15 model rr. mgs., '48-'56, $30 plus shipment cost.

CHAS. CAN, 226 Van Blarcom St., Paterson, N. J., sells rr. books, pix. (What size pix?)

DON SMITH, 5050 S. Kedzie Ave., Chicago, Ill., buys, swaps traction slides. Wants to hear from San Fran., El Paso, Boston, CTA, CSL. Answers all mail.

HAROLD JENKINS, 18 King St., Windsor, N. S., Canada, will trade CNR station pix (Nova Scotia) for those in other provinces, or buy negs.

MIKE KESSLER, 5916 Adenmoor St., Lakewood, Calif., sells copy 18x13 Climax loco parts drawing sheet, dated 1906, $3. Wants catalogs, bldr. pix all geared locos; also Weiner's book "Artic. Locos," also info. on bldr. date, disposition Porter. Bald. geared locos.

W. I. HALL (gen. auditor, Belfast & Moosehead Lake RR.), 26 Miller St., Belfast, Maine, will sell unused Bel&M tickets, card, coupon, 3c ea. plus stamped env. (SAS)

J. C. BURCHARD, 4 Martin Rd., East Haven, Conn., will buy pix M&SC car 9; sells many trolley pix. (Ed asks: Size? List?)

CONRAD LeCOMPTE (opr. clerk, Rutland Ry.), Orwell, Vt., sells 1870-1900 express records and forms Wells Fargo, NP, Pac., Adams, US, Nat., Amer., etc.

DON DIETRICH, 2116 N. Richmond St., Chicago, Ill., buys any items on E&LS, Copper Range, Milw. Rd. Sells, trades IT 5x7 pix, tts.

BOB LEHMUTH, 4045 Elmonds Rd., Lafayette Hill, Pa., sells steam, diesel, elec. trac. pix, 90 diff. lines. Send for list. (What size pix?)

ALLAN CLARKE, 428 Roseland Dr., West Palm Beach, Fla., wants any size pix, tts., emp. tts. Rut., SJLC, other Vt. roads, NYO&W.

A. R. WARD, 71 Cjadwick St., Paterson, N. J., sells 3½x3½ and 3½x5 pix NYS&W diesel, steam, cars, stations, 10 for $1.50. List 25c. Trades for other NJ rr. pix.

ROBT. JAMES, 3 Marryat Gardens, Manadon, Plymouth, Devon., England, wants West Coast pen pal interested in steam, diesel, elec. trac., any country. Will exchange pix and lists.

JOHN AARDEMA, 223 Slater St., Paterson, N. J., sells rr. books, pix, other railroadiana. No list; write wants. (SAS)

FELIX REIFSCHNEIDER, P.O. Box 88, Airton, N. J., sells old steam and trolley postcards, color, b&w, prices vary from 15c ea. postpaid to 25 for 50c, depending on quality.

FLOYD SEIB, 23 Ridgehurst Rd., West Orange, N. J., buys, sells NJ elec. trac., steam pix. Trades emp. tts., lanterns, etc. (SAS)

JOHN HICKMAN, 1825 Parkside Dr., Washington, D. C., sells DC streetcar pix. (3-page list, SAS)

CARL ELLERMAN, Landisburg, Pa., will buy steam pix, sizes 116, 120, pc; broadside or ¾; D&H, LV, DL&W, WM.

KENT HAMILTON, Rte. 7, DeTour, Mich., will sell steam loco whistle for best offer.

JIM ADY, 130 S. 5th East, Apt. 209, Salt Lake City, Utah, will pay $25 ea. for bldr. plates UP classes 5090, SP 3800.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., sells size 124 copy pix Union Traction trolley at Seabright, Calif., 50 yrs. ago.

ARTHUR WELLS, 64 Martyrs' Field Rd., Canterbury, Kent, England, wants color or black-and-white rr. or trolley pix in stero pairs.

JACK WELSH, 3624 Cardinal Lane, Rockford, Ill., wants any size pix Milw. Rd., CGW, C&NW, IC, CB&Q, steam in northern Ill. outside Chicago.

B. WILLEMSEN, Box 59, Doetinchem, Holland, sells rr., trolley literature, albums, pix. List and sample "Intercorail" free.

C. WILLIAMS, 3073 23 Ave., Oakland, Calif., will sell two link-and-pin couplers. Make offers.

DON WINTER, 707 W. Mercer Ave., College Pk., Ga., buys and trades original 35mm color slides.

RUSS BUCKHOUT (ex-member Railroad Magazine staff), 851 Springfield Ave., Summit, N. J., will sell these books to top bidder: The American Ry., 456 pages, over 200 good illust., history and operational details written by experts, Scribner's '92. Handbook of Loco., 316 pages, diagrams, illust., '89. Standard Guide for Loco. Engrs. and Firemen, 198 pages, diagrams, illust., '09. Book of Splendid Trains, 48 pages, photos. Burlington Train Rules, 142 pages, diagrams, 1900. Century of Rdg. Motive Power, 1831-1941, many pix, 108 pages. Westinghouse Air Brake, 100 pages, diagrams, illust., '04. Empire of West, 306 pages, many pix, '09. Alco Locomotive Handbook, diagrams, '17. Great K&A Train Robbery, Ford, 200 pages, fiction, '97. ●

Model Trading Post

LAD AREND (ex-shortline boomer), 13 High St., Franklin, O., will sell 0 gage 4-8-2, 4-6-4, 2-6-6-4, 2-8-4, all perf. cond. (SAS)

JOHN WISE, 618 Lawrence Ave., Lincoln Pk., Reading, Pa., sells 8mm Kodachrome movies Pennsy, Rdg. steam.

RAY CHASE, 6150 S. Rockwell St., Chicago, Ill., will sell CSL floor gong from PCC, also Polaris sw. machines.

WM. HOWARD, 633 Hamilton St., NW, Washington, D. C., will sell Lionel frt. cars, good cond. Wants pix any size MTA cars.

RANDOLPH KEAN, 614 G Street. SE, Washington, D. C., sells back issues Trains, Mdl. RRer, Mdl. Bldr., RRMC, West. RRer.

CARL LARSON, 24 Forest Ave., Caldwell, N. J., sells Lionel Std.-gage equip. '20-'40. Wants Lionel, Mdl. Bldr., Mdlmaker mags. (SAS)

G. JANES, 2235 35th Ave., San Francisco, Calif., sells 0 gage European elec. trains. (SAS)

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Current roster compiled by Sy Reich

RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
Aberdeen & Rock Fish Railroad											
										M&L 114 DLNL 114	SU
?	one unit	2-8-2	?	?	?	?	?	?	?	CT 208	
Alabama Central Railroad											
?	two units	2-8-0	?	?	?	?	?	?	?	A&W	IS
Albany & Northern Railway											
?	one unit	2-8-2	?	?	?	?	?	?	?		SU
Amador Central Railroad											
?	one unit	2-6-2	?	?	?	?	?	?	?		SU
Angelina & Neches River Railroad											
?	208	2-6-0	?	?	?	?	?	Baldwin	1912		SS
Arkansas & Louisiana Missouri Railway											
?	1	4-6-0	?	?	?	?	?	?	?		SU
Atchison, Topeke & Santa Fe Railway											
——	1	2-8-0	19x28	51	140	108,500	23,600	Baldwin	1880	O&M	HD 1
1000	1010	2-6-2	17&28x28	79	220	209,220	30,300c 37,700s	Baldwin	1901		HD-2
2900	2925	4-8-4	28x32	80	300	510,700	66,000	Baldwin	1944		HD
5011	5021	2-10-4	30x34	74	310	538,000	93,000	Baldwin	1944		HD
Atlantic & Western Railway											
?	two units	2-8-0	?	?	?	?	?	?	?		SU
Baltimore & Ohio Railroad											
EM-1	665, 666 670, 674 676	2-8-8-4	24x32	64	235	628,700	115,000	Baldwin	1944-'5	B&O 7615 7616, 7620 7624, 7626	SU 3
T-3	704	4-8-2	27x32	70	220	375,000	62,300	B&O	1942-'3	B&O 5562	SU 3
T-3c	726	4-8-2	27x32	70	220	375,000	62,300	B&O	1947-'8	B&O 5585	SU 3
Bevier & Southern Railroad											
——	109	2-6-0	20½x28	49	215	177,300	42,559	Brooks	1900	IC 560 then 3719 then 3706	IS
——	110	2-6-0	20x26	44	190	162,000	32,930	Baldwin	1907	M&SL 369 then 66	IS
——	112	2-6-0	20x26	44	200	137,000	29,500	Baldwin	1920		IS
O-1A	CB&Q 4943	2-8-2	27x30	64	250	310,780	58,090	Baldwin	1923		IS 4
Birmingham & Southeastern Railroad											
?	one unit	2-8-0	?	?	?	?	?	?	?		SU
Black Hills Central Railroad											
——	9	2-6-0	?	?	?	?	?	Cooke	1882		OD 5
——	69	2-8-0	17x22	?	?	160	114,000	28,000	Baldwin	1908	WP&Y 69	IS 6
——	100	0-4-0	?	?	?	?	?	Daven.	1915	C&NW 100	OD 7
——	444	4-6-0	?	?	?	?	?	Schen.	1906	C&NW 444	OD 8
Boyne City Railroad											
——	18	2-8-0	?	44	175	130,000	28,400	Alco	1920	NL&C 18	SS

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RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
			Bonhomie & Hattiesburg Southern Railroad								
—	250	2-6-2	20x24	52	200	148,000	28,300	Baldwin	1926		IS
—	300	2-8-2	19x26	52	200	160,700	30,700	Baldwin	1925		IS
			Brimstone Railroad								
?	two units	Shays	?	?	?	?	?	?	?		IS
			Brooklyn Eastern District Terminal								
—	10	0-6-0T	19x24	40	180	128,000	28,954	Baldwin	1913		IS
—	12, 13	0-6-0T	18x24	40	180	128,000	25,865	Porter	1919		IS
—	14-16	0-6-0T	18x24	40	180	128,000	25,865	Porter	1920, '17,'23	?	IS
			Buffalo Creek & Gauley Railroad								
—	3 units	2-8-0	?	?	?	?	?	?	?		IS
			Chatttahoochee Valley Railway								
—	21	2-8-0	20x26	50	180	144,000	31,800	Baldwin	1924	TA&G 201	SS
			Chesapeake & Ohio Railway								
C-8	35-37	0-6-0	30x24	44	260	156,100+	29,400	Porter	1949		10
C-16	210, 232	0-8-0	25x28	52	200	416,900+	57,200	Alco	1930		AD
F-11	377	4-6-0	19x26	62	180	277,800+	23,150	Baldwin	1902	CC&L 108 C&O 1108 C&O 108	HD
L-1	490	4-6-4	27x28	74	210	744,000+	49,200	Alco	1926		HD
J-3	611	4-8-4	27½x30	74	255	868,330+	78,850=	Lima	1948	C&O 614	AD
G-7-S	992	2-8-0	23½x28	56	185	333,985+	43,400	Alco	1903	C&O 490	AD
G-9	1031	2-8-0	22x28	56	200	331,360+	41,150	Alco	1909	C&O 660	AD
K-2	1189	2-8-2	28x30	63	200	663,000+	74,700=	Alco	1924		AD
N-1	1224, 1227	2-8-4	26x34	70	245	802,500+	68,400	Lima	1941		AD 32
N-2	1228, 1229 1231-1234	2-8-4	26x34	70	245	813,300+	68,400	Lima	1944		AD 32
N-2	1236-1239	2-8-4	26x34	70	245	821,400+	82,800=	Lima	1944		AD 32
H-6	1300, 1301 1304-1309	2-6-6-2	22&35x32	56	210	643,100+	77,900	Baldwin	1949		AD
H-4	1328, 1344 1354, 1421 1429, 1436	2-6-6-2 1450-1452	22&35x32 1466, 1473	56¼	200	654,100+	74,200	Alco	1912-'18	C&O 727 743, 716 then 753 820, 828 835, 849-851, 865 872	AD
H-6	1475, 1496 1500, 1506 1515	2-6-6-2	22&35x32	56¼	210	658,800+	77,900	Alco	1921,'23	C&O 914 then 1495 915, 919 925, 939 then 1520	AD
H-8	1604	2-6-6-2	22½x33	67	260	1,197,400+	110,200	Lima	1941		HD
H-8	1646-1648 1650, 1651 1653, 1655 1659	2-6-6-6	22½x33	67	260	1,183,540+	110,200	Lima	1948		AD
K-4	2705	2-8-4	26x34	69	245	850,000+	83,750=	Alco	1943		HD
K-4	2732, 2736	2-8-4	26x34	69	245	850,000+	83,750=	Alco	1944		AD
K-4	2750, 2751 2754-2756	2-8-4	26x34	69	245	863,780+	83,350=	Lima	1947		AD
K-4	2760, 2761 2770, 2771 2777, 2781 2786, 2789	2-8-4	26x34	69	245	863,780+	83,350=	Alco	1947		AD
			Chicago & North Western Railway								
R-1	175, 1385	4-6-0	21x26	63	200	326,500+	30,900	Alco	1907-'08		11
Z	1899	2-8-0	25x32	61	185	405,200+	51,600	Alco	1913		12
E-4	4008-4009	4-6-4	25x29	84	300	791,500	55,000	Alco	1938		13
			Chicago, Burlington & Quincy Railroad								
G-3	1553	0-6-0	20x24	52	180	122,500	28,200	Baldwin	1912		SU
K-2	637	4-6-0	19x24	64	180	128,550	20,700	Rogers	1892		SU

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Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946, and June 11, 1960 (74 Stat. 208) showing the Ownership, Management, and Circulation of Railroad Magazine, published bi-monthly at Canton, Ohio, for October 1, 1960. 1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Henry Steeger, 205 East 42nd St., New York 17, New York. Editor, Freeman Hubbard, 205 East 42nd St., New York 17, New York. Managing editor, none. Business manager, none. 2. The owner is Popular Publications, Inc., 205 East 42nd St., New York 17, New York. Henry Steeger, 205 East 42nd St., New York 17, New York. Shirley M. Steeger, 205 East 42nd St., New York 17, New York. 3. The known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: none. 4. Paragraphs 2 and 3 include, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner. 5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: 27,000. Signed, Henry Steeger, Publisher. Sworn to and subscribed before me this 29th day of September, 1960. Eva M. Walker, Notary Public, State of New York. Qualified in New York County. No. 31-9506600. Certificate filed with N. Y. Co. Reg. Commission expires March 30, 1962. (Seal)—Form 3526—Rev. 7-60.

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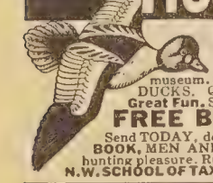

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RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
K-4	915, 919	4-6-0	19x26	64	200	156,600	25,00	Rogers	1902-'03		SU
M4A	6310, 6312 6314-6327	2-10-4	28x32	64	250	504,570	83,300	Baldwin	1927-'29		SU
M4A	6311, 6313	2-10-4	28x32	64	250	504,570	83,300	Baldwin	1927-'29		CD
O1A	4950, 4955 4956, 4960 4961, 4963 4966, 4967 4970, 4976 4978, 4983 4986, 4991 4993, 4997	2-8-2	27x30	64	200	310,780	58,090	Baldwin	1923		SU
O1A	5090, 5118 5144	2-8-2	27x30	64	200	310,780	58,090	Baldwin	1918-'22		SU
O1A	4954, 4962 4980	2-8-2	27x30	64	200	310,780	58,090	Baldwin	1923		CD
O1A	5079, 5082 5084, 5085 5089, 5119 5121, 5129 5132, 5140	2-8-2	27x30	64	200	310,780	58,090	Baldwin	1918-'22		CD
O3	5346, 5351 5357	2-8-2	28x32	64	200	348,050	66,640	Baldwin	1919		CD
O5A	5601	4-8-4	28x30	74	250	474,520	67,500	Baldwin	1930-'40		SU
O5A	5605, 5607	4-8-4	28x30	74	250	474,520	67,500	Baldwin	1930-'40		CD
O5B	5608-5610 5614, 5618-5620, 5629 5631-5634	4-8-4	28x30	74	250	474,520	67,500	Baldwin	1937-'40		SU
O5B	5613, 5616 5617, 5623 5626-5628 5630	4-8-4	28x30	74	250	474,520	67,500	Baldwin	1937-'40		CD
S-4	3003, 3007	4-6-4	25x28	78	250	395,920	47,700	Baldwin	1930		SU
S-4	3006, 3010	4-6-4	25x28	78	250	395,920	47,700	Baldwin	1930		CD
S-4A	4000	4-6-4	25x28	78	250	388,700	47,700	Baldwin	1930		SU
S-4A	4001-4003	4-6-4	25x28	78	250	388,700	47,700	Baldwin	1930		CD
Cliffside Railroad											
110	one unit	2-6-2	?	?	?	?	?	Vulcan	?		IS
40	one unit	2-8-0	?	?	?	?	?	?	?	L&C 40	IS
Colorado & Southern Railway											
B-4-R	602, 605 608	2-8-0	22x28	57	205	307,060+	41,428	Rh. Is.	1901	C&S 462 465, 468	SU
B-4-R	620	2-8-0	22x28	57	210	331,000+	42,439	Richm.	1902	C&S 480	SU
B-4-R	629, 631 632, 634 638	2-8-0	22x28	57	210	331,400+	42,439	Brooks	1906		SU
B-4-R	641	2-8-0	22x28	57	210	331,400+	42,439	Brooks	1906		IS
B-4-R-I	644, 648	2-8-0	22x28	57	200	336,650+	40,418	Baldwin	1907		SU
B-4-R-I	647	2-8-0	22x28	57	200	336,650+	40,418	Baldwin	1907		SS
E-5-A	902	2-10-2	30x32	59	200	604,205+	83,000	Baldwin	1915		SU
E-5-A	904	2-10-2	30x32	59	200	594,335+	83,000	Baldwin	1915		SU
E-5-B	909	2-10-2	30x32	63	200	605,384+	77,710	Baldwin	1919		SU
E-5-C	914	2-10-2	30x32	59	200	629,710+	83,000	Baldwin	1922		SU
F-3-B	372	4-6-2	27x28	74	200	478,270+	46,890	Baldwin	1915	CB&Q 2965	SU
F-3-C	374	4-6-2	27x28	69	200	517,870+	50,290	Baldwin	1922		SU
O-4	804-806	2-8-2	27x32	63	200	523,370+	62,950	Baldwin	1919	CB&Q 5500 5506, 5507	SU
O-4	807, 809	2-8-2	27x32	63	200	523,370+	62,950	Baldwin	1919	CB&Q 5508 5513	SS
O-4	5509	2-8-2	27x32	63	200	523,370+	62,950	Baldwin	1919		SU
O-1A	4947, 4952 4994	2-8-2	27x30	64	200	310,780	58,090	Baldwin	1923		SU 33
Columbus & Greenville Railway											
?	175	4-6-0	?	?	?	?	?	Rogers	1899	M&O 175	SU
Condon, Kinzua & Southern Railroad											
?	one unit	Heisler	?	?	?	?	?				SU
Copper Range Railroad											
C2	29	2-8-0	22x26	50	180	271,000	38,510	Schen.	1907		SU
Craig Mountain Railway											
?	one unit	Heisler	?	?	?	?	?	?	?	?	SS
Dansville & Mount Morris Railroad											
——	565	2-6-0	?	63	200	156,000	29,000	Alco	1906	DL&W 565	IS
Dardanelle & Russellville Railroad											
?	9	2-6-0	?	?	?	?	?	?	1884		SS
Denver & Rio Grande Western Railroad											
K-27	464	2-8-2	17x22	40	200	223,550	27,000	?	1903		? 16
K-28	473-478	2-8-2	18x22	44	200	254,500	27,540	?	1923		? 16
K-36	480-489	2-8-2	20x24	44	195	286,600	36,200	?	1925		? 16
K-37	490-499	2-8-2	20x24	44	200	307,250	37,100	?	1928-'30		? 16
Duluth & Northeastern Railroad											
——	14-16	2-8-0	28x32	51	190	144,500	31,000	Baldwin	1913		IS
——	27-28	2-8-0	23x28	56	190	345,300	42,750	Pitts.	1907,'06	DM&IR 348 332	IS
——	29	0-6-0	21x28	51	190	270,500	40,000	Lima	1944	USA 4047 BRRR 111	IS
——	30	0-6-0	21x26	51	200	252,000	38,850	Alco	1921	LST&T 21	IS

RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
Duluth, Missabe & Iron Range Railway											
E	500, 502-505	2-10-2	28x32	60	200	376,710	71,200	Baldwin	1916		SS
E-1	506, 507 509, 510 512-514	2-10-2	27x32	57	200	376,710	69,600	Alco	1919		SS
E-4	700-703 705-709	2-10-4	31x32	64	250	520,000	96,700	Alco	1937	B&LE 621-624 626-630	SS
E-5	710, 7111	2-10-4	31x32	64	250	519,740	96,700	Baldwin	1941	B&LE 631 635	SS
E-6	712	2-10-4	31x32	64	250	524,440	96,700	Baldwin	1942	B&LE 637	SS
E-7	713-717	2-10-4	31x32	64	250	523,600	96,700	Baldwin	1943-'4	B&LE 638 641 645-647	SS
K	190	2-8-0	24x28	55	200	221,900	49,800	Baldwin	1905		SS
K	198	2-8-0	24x28	55	200	214,650	49,800	Baldwin	1905		SS
K-1	1218	2-8-0	24x28	55	200	214,650	49,800	Baldwin	1910		SS
M-3	220-227	2-8-8-4	26x32	63	240	695,040	140,000	Baldwin	1941		SS
M-4	228-236	2-8-8-4	26x32	63	240	699,700	140,000	Baldwin	1943		SS
N	1301-1302	2-8-2	27x30	58	200	338,320	64,000	Baldwin	1913		SS
N-1	1304	2-8-2	27x32	58	200	338,320	64,000	Lima	1913		SS
N-4	1313-1314	2-8-2	28x30	63	200	333,000	63,467	Alco	1923	EJ&E 747 748	SS
N-5	1323	2-8-2	28x30	63	200	333,000	63,467	Lima	1923	EJ&E 757	SS
N-6	1327, 1330	2-8-2	28x30	63	200	333,460	63,467	Baldwin	1929	EJ&E 762 765	SS
S-7	603, 604	0-10-2	28x32	61	260	422,000	90,900	Baldwin	1936-'37	URR 303 304	SS
East Jordan & Southern Railroad											
——	6	2-6-0	18x24	55	180	117,000	21,630	?	?		SS
East Tennessee & Western North Carolina Railroad											
?	207, 208	2-8-0	?	?	?	?	?	?	?	SOU	IS
Edgmoor & Manetta Railway											
?	6-7	0-4-0T	?	?	?	?	?	?	?	?	IS
Escanaba & Lake Superior Railroad											
10-32D	14	4-6-0	19x26	58	180	142,500	24,800	Baldwin	1917		SS
Feather River Railway											
——	four units	Shays	?	?	?	?	?	?	?	?	17
Feliciana Eastern Railroad											
?	16	2-8-2	?	?	?	?	?	Schen.	1923	LE 16, Miss.C. 140	IS
?	2089, 2095	4-6-2	?	?	?	?	?	?	?	IC 2095, 2089	IS
Fordyce & Princeton Railroad											
?	one unit	2-8-0	?	?	?	?	?	?	?		SS
Fort Smith, Subiaco & Rock Island Railroad											
?	one unit	4-6-0	?	?	?	?	?	?	?		SU 18
Fort Worth & Denver Railway											
B-4-0	202, 205	2-8-0	20x28	57	200	292,750	33,404	Alco	1903		SU
B-4-R-1	312, 314	2-8-0	20x28	57	200	351,204	40,418	Alco	1908		SU
E-4-A-1	402, 403 406-408	2-8-2	27x30	64	200	448,000	58,092	Baldwin	1915		SU
E-4-A-1	404, 409	2-8-2	27x30	64	200	448,000	58,092	Baldwin	1915		SS
E-4-A-2	451, 454	2-8-2	27x32	63	200	502,507	62,949	Baldwin	1919		SU
E-4-A-3	456, 458 459	2-8-2	28x32	64	200	516,500	66,640	Baldwin	1920		SU
Georgia Northern Railway											
?	105	2-8-2	?	?	?	?	?	?	?		SU
Graham County Railroad											
?	1925	Shay	12&12x15	36	?	171,400	30,350	Lima	1925		IS
?	1926	Shay	?	?	?	?	?	?	?		SU
Grand Trunk Western Railway											
J-3a	5038, 5043 5046	4-6-2	23x28	69	185	374,100+	33,755	Baldwin	1912		SU
K-4a	5627, 5630	4-6-2	25x28	73	200	488,300+	40,750	Alco	1924		SU
K-4b	5633, 5634	4-6-2	25x28	73	215	514,300+	43,750	Baldwin	1929		SU
N-4d	2668, 2683	2-8-0	24x32	63	180	211,200+	41,111	Alco	1907,'11		SU
N-4e	2672	2-8-0	23x32	63	180	211,200+	41,111	Brooks	1907,'11		SU
P-5a	8300	0-8-0	22x28	51	200	208,000	45,175	Alco	1923		SU
P-5b	8306, 8310 8314	0-8-0	22x28	51	200	211,000	45,175	Alco	1924		SU
P-5g	8378	0-8-0	22x28	51	220	215,150	49,691	Baldwin	1929		SU
S-3b	3746, 3747	2-8-2	26x30	63	200	306,500	54,724	Schen.	1923		SU
S-3c	3748, 3750-3757	2-8-2	26x30	63	200	306,500	54,724	Schen.	1924		SU
U-1c	6037, 6038, 6040	4-8-2	26x30	73	210	354,110	49,590	Baldwin	1925		SU
U-3b	6322-6323	4-8-4	26x30	73	250	403,000	59,034	Alco	1942		SS
U-3b	6319	4-8-4	26x30	73	250	403,000	59,034	Alco	1942		SU
U-4b	6405	4-8-4	26x30	77	275	382,700	52,457	Lima	1938		SU
S-3a	4070	2-8-2	24x30	63	200	290,000	54,724	Schen.	1918	GTR 474 GTW 3734	SU
S-3b	4076, 4078-4080	2-8-2	26x30	63	200	306,500	54,724	Schen.	1923	GTW 3740 3743-3745	SU

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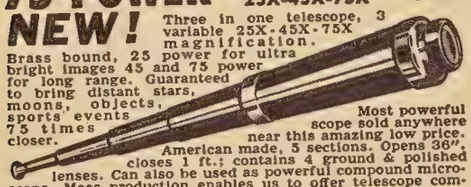

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RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
				Great Northern Railway							
C.1	810, 811 813-843 845-849	0-8-0	26x28	55	210	394,640	61,430	Baldwin	1918-'19		AD
N.3	2001, 2002 2005, 2012 2013, 2016 2018, 2021 2023	2-8-8-0	22x32	63	265	945,075	104,236	GN	1940-'41		AD
O.1	3000, 3012 3044, 3045 3050, 3101 3112, 3117 3119, 3129 3135, 3138 3139, 3144	2-8-2	28x32	63	210	513,360	71,083	Baldwin	1912-'18		AD
O.4	3212, 3213 3216, 3218-3220, 3222 3224, 3226 3229, 3230 3236, 3243-3245, 3247 3250, 3251 3254	2-8-2	28x32	63	210	659,000	71,083	Baldwin	1920		AD
O.6	3354, 3361 3364, 3370	2-8-2	28x32	63	200	659,800	67,698	GN	1925-'26		AD
O.8	3375-3399	2-8-2	28x32	69	250	752,540	75,900	GN	1932, '44-'46		19
P.2	2505, 2507 2510, 2511 2513, 2514 2520, 2521 2523-2525	4-8-2	29x28	73	210	694,650	57,580	Baldwin	1923		AD
Q.1	2101, 2107 2120, 2122 2127, 2128	2-10-2	29x32	63	210	769,200	76,251	Baldwin	1923		AD
Q.2	2177, 2178 2181, 2182 2186, 2188 2189	2-10-2	29x32	63	210	718,600	76,251	Lima	1914		AD
R.1	2040, 2042 2043	2-8-8-2	28x32	63	225	945,720	133,177	GN	1928		AD
R.2	2044, 2046 2047, 2051 2053-2056 2059	2-8-8-2	26&28x32	63	240	1,059,220	142,055	GN	1929-'30		AD
S.1	2550-2552 2554, 2555	4-8-4	28x30	73	250	866,560	68,466	Baldwin	1929		AD
S.2	2577, 2579 2580, 2583 2586	4-8-4	29x29	80	225	764,680	58,305	Baldwin	1930		AD
				Great Western Railway							
—	51	2-8-0	20x26	?	190	142,000	30,000	?	1906		SS, IS
—	60	2-8-0	19x26	?	200	161,000	31,290	?	1937		SS, IS
—	75	2-8-0	20x26	?	200	160,000	31,500	?	1907		SS, IS
—	90	2-10-0	24x28	?	200	212,000	46,500	?	1924		SS, IS
				Hampton & Branchville Railroad							
?	two units	4-6-0	?	?	?	?	?	?	?		SU
				Illinois Central Railroad							
—	733	2-8-0	20x28	57½	200	199,000	35,000	Alco	1903		SS
—	1406, 1428 1635, 1644 1664, 1670	2-8-2	27x30	63½	225	308,500	69,500	Lima	1915-'23		SS
—	1518, 1537 1564, 1570 1572	2-8-2	28x30	63½	225	308,500	75,000	Lima	1915-'23		SS
—	1650, 1652 1694	2-8-2	27x30	63½	225	308,500	69,500	Baldwin	1914, '18,'23		SS
—	1674, 1680	2-8-2	27x30	63½	225	308,500	69,500	Alco	1923		SS
—	2065	4-6-2	25x26	61	215	248,500	51,500	Alco	1907, '10-'13		SS
—	2099	4-6-2	27x30	61	215	248,500	69,000	Alco	1902		SS
—	2500, 2503 2521, 2524 2527, 2528 2538, 2542 2544, 2545 2548, 2550 2551, 2554	4-8-2	30x30	70	240	409,500	83,500	IC	1937, '40,'42		SS
—	2600-2604 2606-2617 2619	4-8-2	28x30	70	275	424,000	83,000	IC	1942-'43		SS
—	2701, 2702 2710, 2711 2713, 2721 2728, 2731 2739, 2741 2747	2-10-2	30x32	64½	240	404,500	96,500	Lima	1920, '21,'23		SS
—	2750	2-10-2	30x32	64½	260	417,500	104,500	Lima	1921		SS
—	2802, 2806 2807, 2809 2811, 2812 2815, 2818 2819	2-10-2	30x32	64½	260	416,500	104,500	Lima	1920 '21,'23		SS
—	3500, 3501 3505, 3506 3509-3512 3520, 3524 3527, 3528 3530, 3531 3540, 3545 3546, 3548-3550	0-8-0	25x28	53	190	221,500	56,500	Baldwin	1921, '23,'27		SS
—	3559, 3564	0-8-0	25x28	53	190	231,000	56,500	Lima	1929		SS
—	3611, 3616	2-10-0	30x32	64½	225	325,000	90,500	Baldwin	1911, '12,'14		SS

RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
Kentucky & Tennessee Railroad											
——	10	2-8-2	24x30	56	195	264,000	51,500	Baldwin	1920		IS
——	11	2-8-2	25x30	56	195	294,000	53,500	Alco	1922		IS
——	12	2-8-2	27x30	63	200	426,000	53,900	Baldwin	1911	SOU 4501	IS
Klickitat Log & Lumber Company											
?	two units	Shays	?	?	?	?	?	?	?		IS
Lake Superior & Ishpeming Railroad											
MK2	15	2-8-2	20x28	44	190	293,000	35,200	Baldwin	1913		AD
SC1	32, 33, 35	2-8-0	26x30	50	200	440,000	60,500	Baldwin	1916		AD
SC1	34	2-8-0	26x30	50	200	440,000	60,500	Baldwin	1916		SS
SC3	29	2-8-0	23x30	50	200	435,000	48,000	Alco	1906		AD
SC4	18-24	2-8-0	22x28	48	200	315,000	42,000	Alco	1910		SS
Laona & Northern Railway											
MT	4	2-6-2	16x24	48	200	109,600	21,760	Vulcan	1916		SS
Louisiana Eastern Railroad											
?	one unit	2-8-2	?	?	?	?	?	?	?		IS
?	two units	4-6-2	?	?	?	?	?	?	?		IS
Lowville & Beaver River Railroad											
?	one unit	2-8-0	?	?	?	?	?	?	?		SU
Magma Arizona Railroad											
——	5	2-8-0	22x28	51	190	199,000	42,900	Alco	1922		IS
——	6	2-6-0	21x26	59	200	151,500	33,607	Baldwin	1917	A&NM 26	IS
——	7	2-8-2	21x26	54	185	175,400	33,400	Baldwin	1917	T&G 30	IS
Maine Central Railroad											
W	519	2-8-0	22x28	63	200	171,600	?	Alco	1913		SU 34
Manitou & Pike's Peak Railway											
?	two units	0-4-2T	?	?	?	?	?	?	?		SS
McCloud River Railroad											
——	25	2-6-2	19x24	46	180	144,000	28,800	Alco	1925		SS
Middle Fork Railroad											
?	one unit	Heisler	?	?	?	?	?	?	?		SS
?	two units	Climax	?	?	?	?	?	Rogers	1905	A&WP	SU
Milstead Railroad											
?	104	0-6-0	?	?	?	?	?	?	?		IS
Mississippian Railway											
?	two units	2-8-0	?	?	?	?	?	?	?		IS
Mobile & Gulf Railroad											
?	97	2-6-0	?	?	?	?	?	?	?		IS
Morehead & North Fork Railroad											
——	11	2-6-2	19x24	48	175	149,250	35,360	Baldwin	1909	KGJ&E 200	IS
——	12	0-6-0	20x26	51	180	145,000	30,784	Alco	1905	SOU 1643	IS
——	14	0-6-0	22x28	51	185	161,100	45,173	Alco	1944	URR 77	IS
Moscow, Camden & San Augustine Railroad											
——	6	2-8-0	16x24	44	170	92,000	20,178	Baldwin	1911	WTC&B	(20)
——	14	2-8-0	19x24	46	200	200,000	28,817	Baldwin	1923	(21)	IS
——	201	2-6-2	19x24	54	180	131,100	24,548	Cooke	1906	(22)	IS
Nevada Northern Railway											
——	40	4-6-0	19x26	62	175	102,500*	23,100	Baldwin	1910		SS
——	81	2-8-0	21x26	44	?	155,000*	36,200	Baldwin	1917		SU
——	93	2-8-0	21x30	44	190	168,000*	41,890	Alco	1909	KCC	SU
New York Central Railroad											
N	999	4-4-0	19x24	86	190	124,000	16,270	NYC	1893		HD23
L-2D	6233	4-8-2	27x30	69	225	369,100	73,020=	?	1929		HD24
New York, Chicago & St. Louis Railroad											
C-17	303	0-8-0	25x28	51	200	239,000	58,350	Lima	1934		SS
C-17	302, 304	0-8-0	25x28	51	200	239,000	58,350	Lima	1934		AD
H-5-A	954	2-8-2	24x32	63	200	291,750	49,750	Lima	1917	NKP 507	SS
H-5-A	956	2-8-2	24x32	63	200	291,750	49,750	Lima	1917	NKP 509	AD
H-5-B	964, 966	2-8-2	24x32	63	200	291,750	49,750	Alco	1917	NKP 522, 525	SS
L-1-A	173	4-6-4	25x26	74	225	318,400	42,000	Alco	1927		SS
S-1	718, 719 725, 738	2-8-4	25x34	69	245	429,500	64,100	Lima	1942-'43		SS
S-1	720, 727 735, 737	2-8-4	25x34	69	245	429,500	64,100	Lima	1942-'43		AD
S-2	740-743 745-752	2-8-4	25x34	69	245	440,800	64,100	Lima	1944		SS

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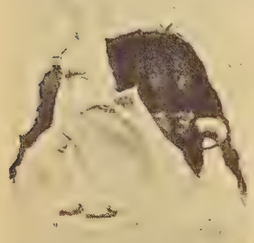

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RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
	755, 757 759, 761-763, 765										
S-2	751, 754	2-8-4	25x34	69	245	440,800	64,100	Lima	1944		AD
U-3-B	219	0-8-0	25x28	51	185	216,500	53,950	Lime	1924		SS
U-3-B	212, 214	0-8-0	25x28	51	185	216,500	53,950	Lime	1924		AD
U-3-C	220, 229	0-8-0	25x28	51	185	221,000	53,950	Lima	1925		SS
U-3-C	225, 227	0-8-0	25x28	51	185	221,000	53,950	Lima	1925		AD
Nezperce Railroad											
?	one unit	2-6-2	?	?	?	?	?	?	?		SU
Norfolk & Western Railway											
A	1214	2-6-6-4	24x30	70	300	573,000	114,000	N&W	1943		AD
J	611	4-8-4	27x32	70	300	494,000	80,000	N&W	1950		AD
M	475	4-8-0	21x30	56	200	206,200	40,163	Baldwin	1906		HD
S1a	208, 215 231	0-8-0	25x28	52	220	247,000	62,932	N&W	1951-'53		SS
S1a	217, 234 235	0-8-0	25x28	52	220	247,000	62,932	N&W	1951-'53		IS
Y5	2101, 2107 2117	2-8-8-2	25&39x32	58	300	582,900	152,206s 126,838c	N&W	1930-'32		SS
Y5	2102, 2105 2109, 2111 2118	2-8-8-2	25&39x32	58	300	582,900	152,206s 126,838c	N&W	1930-'32		IS
Y6	2123, 2126 2136-2138 2142, 2143 2145, 2147 2148, 2153 2154	2-8-8-2	25&39x32	58	300	582,900	152,206s 126,838c	N&W	1936-'40		IS
Y6	2132, 2134 2141, 2149	2-8-8-2	25&39x32	58	300	582,900	152,206s 126,838c	N&W	1936-'40		SS
Y6a	2159, 2166	2-8-8-2	25&39x32	58	300	528,900	152,206s 126,838c	N&W	1942		SS
Y6a	2165	2-8-8-2	25&39x32	58	300	528,900	152,206s 126,838c	N&W	1942		IS
Y6b	2171, 2174 2178, 2183 2192, 2194 2196, 2199	2-8-8-2	25&39x32	58	300	528,900	152,206s 126,838c	N&W	1948-'52		SS
Y6b	2176, 2185 2198, 2200	2-8-8-2	25&39x32	58	300	528,900	152,206s 126,838c	N&W	1948-'52		IS
Y6b	2177, 2188 2189, 2190	2-8-8-2	25&39x32	58	300	528,900	152,206s 126,838c	N&W	1948-'52		SAR
Northern Pacific Railway											
——	Minne-tonka	0-4-0	10x16	44	125	28,270*	3,330	Smith & Porter	1870		HD
Peninsula Terminal Company											
——	103, 104	2-6-2T	17x?	44	180	134,500	22,100	Baldwin	1922,'26	SFT 103 104	IS
Pennsylvania Railroad											
A-5s	94	0-4-0	20x24	50	185	131,750	30,192	PRR	1917		HD
B-6sb	1670	0-6-0	22x24	56	205	180,300	36,144	PRR	1916		HD
D-16sb	1223	4-4-0	20½x26	68	175	141,100	23,902	PRR	1905		HD
E-2a	7002	4-4-2	20½x26	80	205	185,500	23,799	PRR	1902	PRR 8063	HD
E-6s	460	4-4-2	23½x26	80	205	243,600	31,275	PRR	1914		HD
F odd	9684	2-6-0	?	?	?	?	?	Cooke	1916	W&W 4	HD
G-5s	5741	4-6-0	24x28	68	205	237,000	41,328	PRR	1924		HD
H-10s	8686	2-8-0	26x28	62	205	247,500	53,197	Brooks	1913		HD
H-6sb	2846	2-8-0	23x28	56	205	204,800	43,841	Baldwin	1905		HD
I-1sa	4483	2-10-0	30½x32	62	250	381,100	96,026	Baldwin	1923		HD
K-4s	1737	4-6-2	27x28	80	205	320,000	44,460	PRR	1920	PRR 3750	HD
K-4s	1361	4-6-2	27x28	80	205	320,000	44,460	PRR	1918		OD
L-1s	520	2-8-2	27x30	62	205	320,700	61,465	Baldwin	1916		HD
M-1b	6755	4-8-2	27x30	72	270	390,000	69,700	PRR	1930		HD
R (H3)	1187	2-8-0	20x24	50	140	114,620	22,848	PRR	1888		HD
——	35	0-10-0	?	?	?	?	?	?	1858		HD
——	Pioneer	?	?	?	?	?	?	Wilmar.	1851		HD
——	John Bull	0-4-0	9x20	54	?	22,000	?	Steph.	?	C&A 1 PRR 501	HD
Prescott & North-Western Railroad											
?	7	2-6-2	?	?	?	?	?	?	?		SS
Preston Railroad (operation suspended)											
——	18, 19	2-8-0	21x24	46	190	140,000	35,159	Baldwin	1904,'06	WVN 8, 9	AD
Quincy Railroad											
262 T 120	2	2-6-2T	16x24	44	180	119,700	21,400	Alco	1924		SS
Reader Railroad											
——	11	2-6-2	17x24	46	200	125,000	23,100	Baldwin	1925	C&C 11	IS
——	108	2-6-2T	18x24	47	200	125,000	25,300	Baldwin	1920	A&NR 108	IS
Reading Company											
B-4a	1251	0-6-0T	?	50	150	120,000	24,500	RDG	1918		IS
T-1	2100, 2101 2102, 2124	4-8-4	27x32	70	240	441,300	68,000	RDG	1945-'47		SS 25
T-1	2110, 2123 2126-2129	4-8-4	27x32	70	240	441,300	68,000	RDG	1945-'47		SAR 25
Santa Maria Valley Railroad											
12-32-¼E	21	2-8-2	19x26	50	200	162,000	31,900	Baldwin	1925		IS
12-30-¼E	98, 100	2-8-2	18x24	44	200	144,000	27,800	Baldwin	1926	(26)	SS

RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
				Rockton & Rion Railway							
?	one unit	0-4-0T	?	?	?	?	?	?	?		IS
?	two units	0-4-0T	?	?	?	?	?	?	?		SS
?	one unit	2-8-0	?	?	?	?	?	?	?		IS
?	one unit	2-8-0	?	?	?	?	?	?	?		SS
?	one unit	2-8-2	?	?	?	?	?	?	?		IS
				Sierra Railroad							
—	3	4-6-0	17x24	56	160	100,000	17,470	Rogers	1891	P&A 3	SS 27
—	28	2-8-0	19x26	48	185	142,000	30,750	Baldwin	1922		SS
—	34	?	19x26	46	200	175,000	34,690	Baldwin	1925		AD
—	36	?	21x28	50	200	207,000	42,000	Alco	1930		AD
				Smoky Mountain Railroad							
?	206	2-6-0	?	?	?	?	?	?	?		SU
?	one unit	2-8-0	?	?	?	?	?	?	?		SU
?	one unit	4-6-2	?	?	?	?	?	?	?		SU
				Southern Pacific Company							
C-8	2706	2-8-0	22x?	57	210	216,700	45,470	Baldwin	1904		AD
C-9	2758, 2759 2582, 2827 103	2-8-0	22x?	57	210	217,800	45,470	Baldwin	1905-'08		AD 28
C-10	2836	2-8-0	22x?	57	210	217,800	45,470	Baldwin	1911		AD
C-11	2861, 2862 2864	2-8-0	22x?	57	190	243,000	49,640	Baldwin	1920		AD 29
C-12	2866-2868	2-8-0	22x?	57	190	243,775	52,254	Baldwin	1923		AD 29
MT-5	4367	4-8-2	28x?	73	210	368,000	57,510	SP	1929		AD
P-8	2467	4-6-2	25x?	73	210	300,000	45,850	Baldwin	1921		AD
S-10	1221, 1298	0-6-0	19x?	51	190	154,600	29,720	Baldwin	1913, '17		AD
S-12	1272	0-6-0	20x?	57	200	153,000	31,020	SP	1921		AD
SE-3	4509	0-8-0	25x?	57	200	232,380	55,920	T&NO	1930	T&NO 855	AD
SE-4	4503	0-8-0	23¾x?	57	210	229,000	52,900	Baldwin	1907	(30)	AD
—	9	4-6-0	16x?	44	180	87,150	17,800	Baldwin	1909		IS 31
T-1	2248	4-6-0	20x?	63	180	142,350	25,260	Cooke	1896		IS
T-32	2381	4-6-0	23x?	69	210	218,500	38,320	SP	1920		AD
				Southern San Luis Valley Railroad							
?	two units	2-8-0	?	?	?	?	?	?	?		SU
				Strasburg Railroad							
?	31	0-6-0	21x24	57	165	160,000	34,000	Baldwin	1908	CNR 7312	IS
				Sumpter & Choctaw Railway							
—	102	2-8-2	17x24	44	180	125,530	24,100	Baldwin	1924		IS
—	103	2-6-2	15x20	44	190	89,000	16,500	Baldwin	1925		AD
				Texas South Eastern Railroad							
?	13	4-6-0	?	?	?	?	?	Baldwin	1920		SU
				Tooele Valley Railway							
—	11	2-8-0	21x?	51	190	?1	39,760	Alco	1910		SS
				Union Pacific Railroad							
—	802, 814 817	4-8-4	24½x32	77	300	460,600	63,500	Alco	1937		SU
—	823, 825 828-830 832, 833 835, 836 838, 839	4-8-4	25x32	80	300	486,300	63,800	Alco	1939-'44		SU
—	844	4-8-4	25x32	80	300	486,300	63,800	Alco	1939-'44		SS
—	1243	4-6-0	19x24	57	165	148,500	21,300	Cooke	1890		SU
—	3703, 3708 3710	4-6-6-4	21x32	69	280	627,900	97,350	Alco	1943-'44		SS
—	3700-3702 3706, 3707 3712, 3713 3715	4-6-6-4	21x32	69	280	627,900	97,350	Alco	1943-'44		SU
—	3806, 3818	4-6-6-4	22x32	69	255	594,600	97,400	Alco	1936-'37		SS
—	3946	4-6-6-4	21x32	69	280	634,500	97,350	Alco	1944		SU
—	3950, 3952 3953, 3954 3956-3959, 3962, 3965-3969	4-6-6-4	21x32	69	280	627,000	97,350	Alco	1942		SU
—	3985-3993 3995-3999	4-6-6-4	21x32	69	280	633,500	97,350	Alco	1943		SU
—	4001, 4002 4005-4008 4016	4-8-8-4	23¾x32	68	300	762,000	135,370	Alco	1941		SU
—	4000, 4003 4004, 4009-4015, 4017-4019	4-8-8-4	23¾x32	68	300	762,000	135,370	Alco	1941		SS
—	4021-4024	4-8-8-4	23¾x32	68	300	772,200	135,370	Alco	1944		SU
—	4020	4-8-8-4	23¾x32	68	300	772,200	135,370	Alco	1944		SS
—	4442, 4466	0-6-0	19x26	51	200	154,600	31,290	Baldwin	1913-'20		SU
—	5511	2-10-2	29½x30	63	200	387,100	70,450	Baldwin	1923		SU
				Union Terminal Company							
634 D 988	7	0-6-0	20x26	57	200	151,530	31,000	Baldwin	1923		IS
				Virginia Blue Ridge Railway							
—	5	0-6-0	21x28	50	190	?	40,000	Alco	1942	USA 4039	IS
—	7	0-6-0	21x28	50	190	?	40,000	Lima	1944	USA 4061 N&PB 51	IS
—	8	0-6-0	21x28	50	190	?	40,000	Alco	1942	USN 618	IS
—	9	0-6-0	21x28	50	190	?	40,000	Alco	1942	USN 616	IS

MEN PAST 40

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RR. Class	Road Nos.	Wheel Arngt.	Cyls.	Dri	BP	Weight	Trac. Eff.	Builder	Date	Ex	Status Notes
Ventura County Railway											
2	one unit	2-6-2	?	?	?	?	?	?	?		SS
Waco, Beaumont, Trinity & Sabine Railway											
—	one unit	2-6-2	?	?	?	?	?	?	?		SU
Warren & Saline River Railroad											
?	1702	2-8-0	?	?	?	?	?	?	?	USA 1702	IS
Washington, Idaho & Montana Railway											
?	one unit	4-6-0	?	?	?	?	?	?	?		SU
White Pass & Yukon Route											
—	70-73	2-8-2	17x22	44	205	230,500	25,200	Baldwin	1938, '39,'47		IS
—	80-81	2-8-2	19x20	44	170	213,000	23,700	Alco	1920	SV 20-21	SU
—	192	2-8-2	17x24	48	185	211,000	20,100	Baldwin	1943	USA ?	SU
Winifrede Railroad											
?	two units	2-8-0	?	?	?	?	?	?	?		SU
Wrightsville & Tennille Railroad											
200	223	2-8-0	20x28	54	200	160,000	34,000	Baldwin	1907	CG 223	SS
Yreka Western Railroad											
—	18	2-8-2	?	48	?	140,000*	?	Baldwin	1915		SS
—	19	2-8-2	?	?	?	140,000*	?	Alco	1914		SS

Notes and Abbreviations

ROSTER was compiled from data supplied by officers of the railway listed and from Short-Line Annual (1959-'60 edition), and with help from photographer David Plowden, also Montague Powell, H. R. Johanessen, Roger Keyser, and Marvin Zadnichek. The information is generally accurates as of the first half of 1960.

"Status" refers to the disposition of the locomotive at the time of report. It is subject, of course, to day by day changes. We are quite certain that many steam locomotives that we have listed on the Great Northern and other big roads will have been disposed of even before you read this roster.

Abbreviations include AD, awaiting disposition; CLC, Canadian Locomotive Co.; HD, held for display; IS, n service; OD, on display; s, simple; c, compound; SAR, stored awaiting repairs; SS, stored serviceable; SU, stored unserviceable; T&NO, Texas & New Orleans RR. shops; =, with booster; +, weight of locomotive and tender; *, weight on drivers; CD, condemned.

Here are abbreviations of the somewhat unfamiliar railroad names: A&NR, Angelina & Neches River; BTRR, Bay Terminal Railroad; CG, Central of Georgia; C&C, Caddo & Choctaw; CT, Conroe Timber Co.; DL&C, Delta Land & Lumber Co.; KCC, Kansas City Connecting; KGJ&E, Kanawha, Glen Jean & Eastern; L&C, Lancaster & Chester; LST&T, Lake Superior Terminal & Transfer; M&L, Missouri & Louisiana; N&PB, Norfolk & Portsmouth Belt; NL&C, Newberry Lumber & Chemical Co., Newberry, Mich.; O&M, Ohio & Mississippi; O&W, Oneida & Western; P&A, Prescott & Arizona; SV, Sumpter Valley; SFT, Silver Falls Timber Co.; TA&G, Tennessee, Alabama & Georgia; T&G, Tremont & Gulf; URR. Union Railroad; WVN, West Virginia Northern; WTC&B, W. T. Carter & Brother; A&NM, Arizona & New Mexico; W&W, Waynesburg & Washington.

Numbered notes: (1) Retired 1939, restored for Chicago Railroad Fair, 1949-'50.

(2) Converted to simple engine at La Junta, Colo., Nov. '23. Cyls., 25x28, then 23½x28; Dri, 69; BP, 200; TE, 38,150; Wt., 237,300.

(3) EM-1's stored at Benwood, Fairmont, Lorain, Holloway, Cumberland, and Newcastle. T-3's stored at Mt. Clare, New Castle, Willard, Chicago, Garrett, and Lima. (4) Leased from CB&Q.

(5) Ex-C&S 3-foot-gage, then Denver, South Park & Pacific until 1943, then used in Chicago Railroad Fair. Stand-by power for BHC Train of the 1880's.

(6) Three-foot gage; purchased 1955, arrived June, '56; known as "Klondike Casey."

(7) Two-foot gage, owned by Wm. B. Heckman. Formerly used at C&NW tie plant, Riverton, Wyo.

(8) Owned by Wm. B. Heckman.

(10) No. 35 is awaiting shop running repairs; No. 36 is SS; No. 37 is IS. Class C-8 are fireless.

(11) Used during iron ore season at Escanaba, Mich., to water out or thaw pockets on top of dock through which ore is dumped.

(12) Used as stationary heating plant at Chase Engine House, Milwaukee, Wis.

(13) Used as stationary steam plant at Escanaba dock to steam frozen ore.

(15) Bought by Wm. Whitehead of New Jersey for operating museum. If option is not taken, unit will be scrapped.

(16) Narrow-gage locomotives for Silverton line. There are one K-27, three K-28, nine K-36, and nine K-37 classes.

(17) Two units are IS; one is used for parts, the other for a stationary boiler.

(18) Nos. 3375, 3376, 3385, 3391, and 3392 are in ore steaming service at Superior. Nos. 3386, 3394, and 3395 are in ore-steaming service at Alouez. Nos. 3387 and 3389 are held for ore steaming-service at Minneapolis. Other units are AD.

(20) Leased to W. T. Carter & Brothers, Camden, Texas.

(21) Built for Rock Creek Lumber Co., Trinity, Texas. Sold first to Texas Long Leaf Lumber Co., New Willard, Texas, then to W. T. Carter & Brother, Leased to MC&SA.

(22) Built for Isthman Canal Affairs. Sold first to Equitable Equipment Co., then to W. T. Carter & Brother, and finally to MC&SA.

(23) Rebuilt 1899 to class C-14 with 70" drivers; BP, 180; TE, 18,940. Rebuilt 1906 to Class C-14A. Renumbered 1913 to 1086; renum. 1921 back to 999.

(24) Renumbered 2933 in 1936.

(25) Rebuilt from I-10 2-8-0's built by Baldwin 1923-'25. Renumbered from 2000's. No. 2124 used on Reading's Iron Horse Rambles; No. 2100 held in reserve for same.

(26) Built for Charles R. McCormick Lumber Co. Purchased from Pope & Talbot Co., Inc.

(27) Used for motion picture work.

(28) No. 103 is SD&AE.

(29) C-11's and C-12's are SSW.

(30) Originally 3056; rebuilt 1930 and renumbered 1309; renumbered 1404, then 4503.

(31) Narrow gage.

(32) Originally Pere Marquette.

(33) Loaned by CB&Q.

(34) Not listed on company's roster. ●

Robert Field, 107 Stanyan St., San Francisco, Calif.

Ventura County Railroad in California: a fantrip with No. 10 on the head end.

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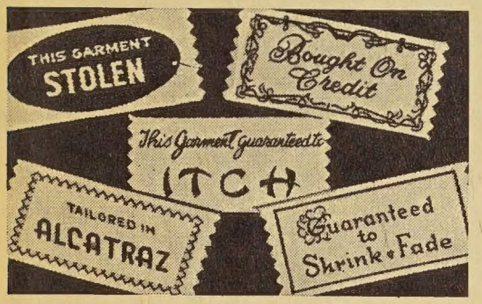

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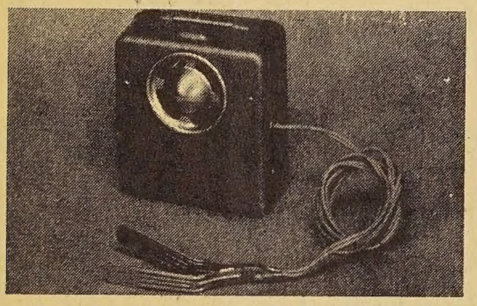

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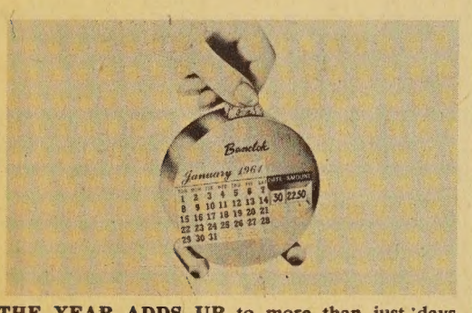

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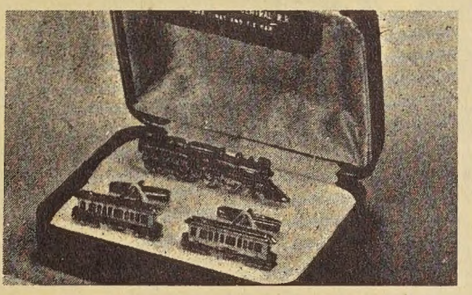

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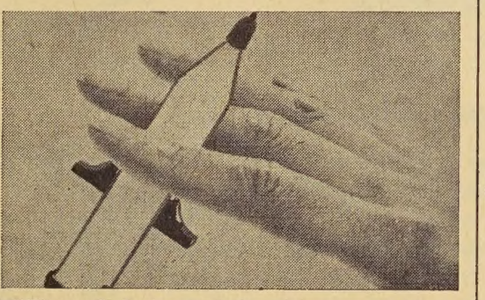

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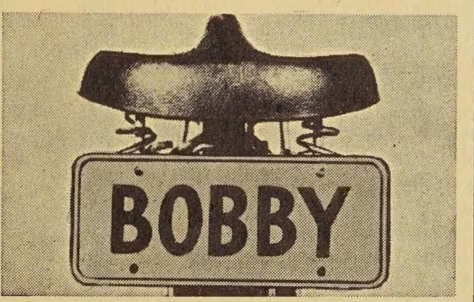

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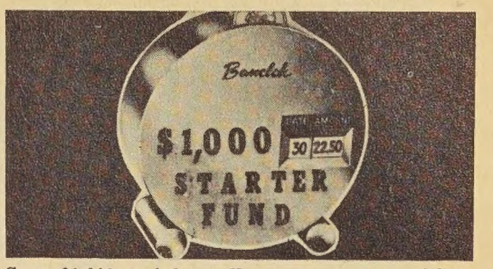

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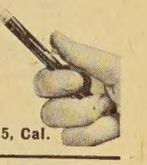

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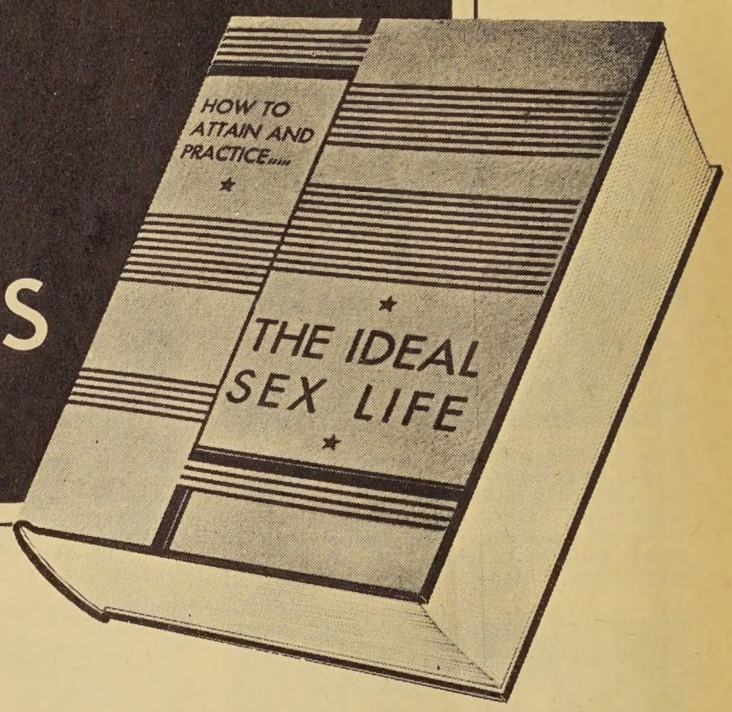

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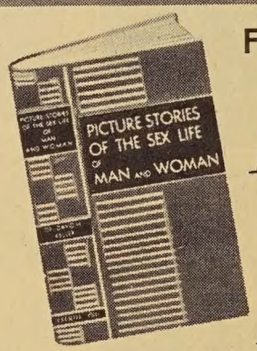

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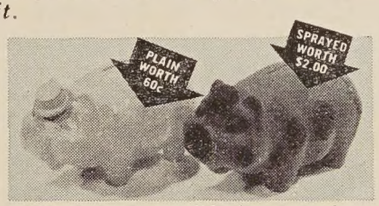

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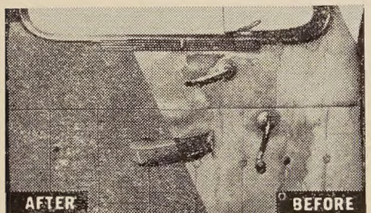

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We offer to furnish you complete easy-to-understand instructions in addition to materials that enable you to start at once. All sent at our risk because we want to start new Flok-Krafters in every area.

HELP FILL HUGE GROWING DEMAND
Imagine, there is a possible 20 Million Dollars worth of Flok-Krafting to be done. Get your share! Be first in your area to fill urgent orders that come from stores, offices, homes, neighbors, gift shops, architects, auto dealers, etc. Learn how to get orders by mail order.

JOIN THESE MEN AND WOMEN
who have already started. *"Earning $10,000 year from spare time start"* **Mr. Hover, Ore.;** *"Got $52.50 doing auto trunks in four hours – earned $13 per hour"* **J. O., Mo.;** *"Swamped with orders already"* **W. F., Colo.;** *"Got $100 job first day"* **C. H. E., Md.;** *"Quick $140 order from store – 5 other orders in 4 hours"* **H. G. R., Wisc.**

$1000.00's are earned by individuals each year spraying Christmas trees with colorful Flok-Kraft. Flok-Krafted greeting cards are big business. Buy regular cards and spray them at home – sell for twice your price.

ALL 3 FREE!

Just mail card below and receive ACTUAL USEABLE **SAMPLES,** BOOKLET of **50 HOME-BUSINESS OPPORTUNITIES** and **CONFIDENTIAL DETAILS**—all sent free!

©1959

Coast Industries,
Dept. D-1
Los Angeles 61, California

NOTE: This new kind of Coupon-Business Reply Postcard requires no stamp or envelope. Write your name and address clearly on the lines provided – then clip and drop in mailbox. Nothing else to do. When we receive it, we will rush FREE USABLE SAMPLES, HOME BUSINESS BOOKLET and CONFIDENTIAL DETAILS to you by return mail absolutely Free.

CUT ON DOTTED LINE

FREE!

SAMPLES, 50 HOME-BUSINESS IDEAS BOOKLET AND CONFIDENTIAL DETAILS

Just write your Name and Address on Card–Cut Out–Mail. (Ignore printing on back) We pay postage.

CUT ON DOTTED LINE

YOUR NAME _____

ADDRESS _____

CITY _____ STATE _____

No Postage Stamp Necessary If Mailed in the United States

BUSINESS REPLY CARD
First Class Permit No. 20091, Los Angeles, Calif.

POSTAGE WILL BE PAID BY—

COAST INDUSTRIES (Information Mailing Dept.)

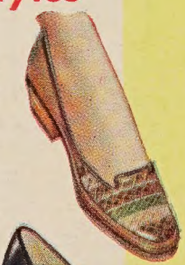
LOS ANGELES 61, CALIFORNIA

Dept. D-1

I'll "give you the keys to this brand new car..." just 30 short days from now!

just 4 orders daily for my super comfort shoes will make the down payment for you . . . and you can easily pay the balance with the profits I'll show you how to make!

230 different air cushioned comfort styles



70 Styles for Women! Satisfy almost every taste! Many comfort features. Low-heeled, high-heeled, casuals, service shoes and latest styles!

Smart dress, sport styles! The last word in styling! Many fine, unusual leathers. Cool Nylon Mesh styles, moccasins, 2-tones and Cush-N-Crepe soled shoes!

30 kinds of work shoes! A style for every trade! Special Neoprene, Cork, Cushion soles, heels ... ventilated work shoes ... even Safety Toe Shoes!

At last . . . even in your spare time . . . you can start a business that makes money fast . . . so fast it can put you in a 1961 car of your choice in one short month! Here's how: At our expense, we'll set you up in a profitable Mason "Shoe Store" business. You need no previous experience . . . don't invest a dime! James Kelly tried our offer and made $93.55 in just one evening's friendly work! Yes, everyone wants exciting, Nationally Advertised Mason Shoes. That's why you pocket steady cash profits, enjoy easy repeat sales, big money . . . plus monthly bonus checks and rich prizes!

YOUR OWN BUSINESS!

It's easy, because you run this "Store" from home. Just show the hundreds of Mason Shoe and Jacket styles to friends, relatives, people at work . . . and take their orders! It's so CONVENIENT for your customers! You have no inventory . . . no overhead expenses . . . yet you keep 100% of the profit!

Mason Shoes SELL FAST!

You'll offer over 230 styles for men and women . . . featuring foamy soft air-cushion innersoles . . . every shoe so comfortable they almost sell themselves for dress, work, sport wear. You'll have no problem fitting people, because you draw on our stock of over 300,000 pairs . . . sizes from 2½ to 15, widths from AAAA to EEEE. Your customers are delighted. Remember, Mason Shoes aren't sold by stores . . . folks must buy these Nationally Advertised Shoes from you.

FREE SELLING KIT!

The moment we receive the coupon below, we'll rush your complete Business Outfit FREE and postpaid! You'll receive a powerful Outfit showing the full Mason line in color; a dramatic 10-second Air Cushion demonstrator; "how-to-make-money" Booklet; special measuring board; National ad reprints . . . Good-Will Gifts . . . everything you need to start making big money your very first hour!

START SELLING NOW!

Stop dreaming about that new car . . . now you can own it by rushing this coupon to us at once! Just 4 easy orders a day will easily give you enough profit in one month to make the down payment—and your profits in this exciting business should soon pay for the car and many other luxuries besides!

RUSH FOR FREE OUTFIT

MASON SHOE MFG. CO.
Dept. No. G-467.
CHIPPEWA FALLS, WIS.
(Leaders in our Industry Since 1904)

MAIL THE COUPON TODAY!

MR. NED MASON, Mason Shoe Manufacturing Co.
Dept. G-467. Chippewa Falls, Wisconsin
Send my FREE Business Outfit Today! I want to start a profitable shoe business and earn up to $480 a month . . . and more, so I can start driving my own brand new 1961 car SOON!

Name_____
(PLEASE PRINT)
Address_____
Town_____ Zone____ State_____